THE EVENING TELEGRAPH.

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FIRST EDITION

THE INSANE POOR.

How Lunatic Paupers are Treated in Wilmington—They Sleep on the Floor Without Covering or Fire in Winter.

The Wilmington (Del.) *Commercial* has a long article on the abuses in the Insane Department of the Almshouse of that city, from which we take the following passages:—

Department of the Insane Poor.

The Insane Asylum of the Almshouse appears from the old part of the city to be a handsome pressed brick building embowered amongst trees and standing in the midst of handsomely laid out grounds. It and its grounds are separated from the Almshouse proper by a high wall, and the casual visitor to that institution who does not visit the Asylum will probably go away with the impression that the unfortunate inmates are surrounded by all possible accessions of comfort for the amelioration of their condition.

It is an old brick building, long and low, which forms a wing to the handsome pressed brick building already alluded to. On the first floor are a number of sleeping-rooms, the keeper's room, and a little sitting-room, about 10 by 15 feet, unventilated, and heated by a large stove, around which were huddled eight or ten men and boys, and one woman, in all stages of insanity from gibbering idiocy up to a dangerous insanity, which made it necessary to keep the hands of one of the patients constantly manacled. This is the only room provided for the accommodation of these people in day time.

The sleeping apartments in this building are little dens about 7 by 9 feet, in some of which are narrow iron bedsteads, and in others nothing but piles of straw, such as would be thrown down for the bed of an animal. These rooms have no ventilation except such as they get by chance, and are only heated by one stove-pipe running along near the ceiling, through them all. In fact they are not really heated at all, and yet in them must lie, without covering other than ordinary clothes, all those who are so violent that they cannot be furnished bedding.

In one of these dens was a young woman of eighteen or twenty, who is subject to such fits of violence that she cannot be put in the room along with other women. She had no bed or bedding and sat crouched on her pile of straw brooding and sullen.

One Serious Charge

against the management is that they discharge lunatics unfit to be at large. Men and women are sometimes arrested in the streets of this city who are evidently entirely unfit to be at large. They are brought before the Mayor, or other committing magistrate, and, it being evident that they are insane, they are committed to the insane asylum. It is the only thing that can be done, as the officer has no right to send them to jail. The officers deliver them to the keepers, and they receive them in due form, but, it is alleged, discharge them almost as soon as the officer's back is turned, so that they are sometimes back in the streets again before the officers get back. We recently inquired of the Mayor if a certain crazy woman was at large, and he said she was. We related to him an incident showing that she was really a dangerous character, and that she had violently hurled a large stone at the head of a lady a few weeks ago. He said he was aware of the fact that she was a dangerous character, unfit to be at large, but it was out of his power to do anything. He had no right to send her to jail, because she was insane, and when he had sent her to the asylum she had been let out so soon that she was back in the city again almost as soon as the officers. This is a state of affairs that evidently demands a remedy.

But while real lunatics are thus improperly discharged from the asylum, we found

A Sane Woman Confined in the Asylum.

She is an old Irish woman, at one time kept a disorderly house in this city, we believe, at a place called "Whisky Bridge." Her establishment was, in course of time, broken up, and she, being deprived of her illegal means of support, finally found her way to the almshouse. There she was kept for some time, but she refused to submit to any regulations or do anything that was required of her, and manifested generally such a vicious disposition that the managers of that institution declared her unmanageable, and had her transferred to the asylum. She is said to be a bad, vicious woman, and being sane, she has an influence over the insane women, with whom she is associated, which it would be unreasonable to expect that she would exercise for good. The proper place for such a woman would be in a "House of Correction," but she had better be in jail than in this asylum. But probably one of the greatest faults here, as in the colored department of the almshouse, is the

Failure to Properly Separate the Sexes,

and this is probably as much due to the utter unfitness of the buildings as to any carelessness on the part of the keepers. Men and women confined in such close quarters, so many in so small a space, can not but have opportunities for mingling together, and, as already noticed, we found one woman in the men's sitting-room. There appears to be no ground for the charge that any children have been born of insane parents in this building for many years, but those whose opportunities for observation surpass ours assure us that there is need for greater care there.

The Remedies

for the existing cases seem to us to be the employment of a careful, intelligent, and humane superintendent who has had years of experience in some established and reputable asylum and for the present the heating of the building by steam, and probably the devotion of a greater portion of the building to day uses. Any remedy of this kind can, however, be but partial and temporary. The building chiefly used for asylum purposes is totally and radically unfit for the purposes to which it is put, and should be replaced by a structure in which plenty of heat, light, and air could be had. The Trustees, we are informed, will shortly appoint a new superintendent. This is probably wise, but the trustees must make some improvement themselves, as the best superintendent in the world cannot make the insane comfortable in such a miserable building as that now devoted to their use. A Christian humanity, rather than a close, calculating, niggardly "economy," must characterize any efforts that are to result in a real improvement.

THE SPANISH THRONE.

The Great King Question—Prim's Position Towards Monarchism and the Church.

A correspondent of the London *Times* writes as follows from Madrid, Oct. 9:—

The question which now agitates Spanish society is that of the choice of a monarch. All parties are agreed, or at least pretend to be agreed, that by some means or another the present interregnum must come to an end, and "the edifice be crowned." Whom to "crown" it with is the problem for the solution of which an effort is at last to be made. I am by no means sure that these efforts will result in anything definite. * * * The one paramount desire, however, of General Prim (and in this I believe him to be actuated by the purest motives and a soldier's impatience to be rid of a heavy but self-imposed burden) is to bend all questions to the one great question—the choice of the sovereign. With this view he has, after a world of trouble, got Minister Zorrilla and the progresistas to shake hands with Minister Ardanaz and the unionistas in the Cabinet, and persuaded all parties to bury the hatchet "until after the election of the king." I cannot help thinking this course, though certainly the very best that could be adopted, is not a very kind one towards the king himself, who is thus notified beforehand that the truce is but temporary, and that by common consent the floodgates of party strife are to be opened wide as soon as he has taken his seat on the throne of San Fernando! The quarrel of the past week was about the clergy, or rather the figure for which the clergy should be put down in the estimates of the Finance Minister, Senor Ardanaz, and of the Minister of Grace and Justice, Senor Luiz Zorrilla. The latter insisted on reducing the number of archbishops and bishops, in view, first, of their expense, secondly of their inutility, and thirdly of the conduct many of them adopted in respect to the decrees the Government issued bearing on the complicity of the clergy in the Carlist insurrection. He went so far as to declare he would not remain fifteen minutes in a cabinet which refused to go with him to this extent. He, however, did remain, and remains still. Minister Ardanaz and the unionistas objected to this mode of dealing with the clergy, and simply proposed the cutting down of their State pay thirty per cent., not as a measure of reform, but as a mere measure of economy, considering the state of the Treasury, and how necessary it is to seek to reduce the claims upon it. Over this bone of contention the ministers fought long and earnestly, until at last the agitation spread to the great political bodies of whom these two ministers are representatives—the progresistas and unionistas.

The quarrel prevented Prim from grappling with the question of the monarch, which he thought of more importance. So strong a position did the unionistas assume on the point that on Sunday night last Prim invited the unionista deputies to a friendly conference. He expressed the reasons which, in his judgment, called for the maintenance of the "conciliation," at least until after the election of the king, and he pictured the consequences of its rupture. "The dangers which will arise," said he, "can only be favorable to the enemies of liberty and of the country." He reminded them of the many concessions (he might have said cringings) the progresistas and Democrats had made to the unionistas since the revolution. In his blunt way he appealed to them thus:—

Gentlemen:—It is necessary we should be frank with each other. Tell me, what mean you by these daily difficulties? Is it that you wish to fatigue and destroy us in skirmishes? But this must not be. You are those who, with the most earnestness, cry out for the conclusion of the *interviidad*. The Government recognize its importance, and have discussed and formed their opinion accordingly. The majority of the Ministry count on the almost unanimity of the progresista and democratic deputies. Is the union liberal disposed to vote the candidate who receives most votes in a meeting of the majority of the Cortes? If so, the five Ministers who have a common opinion will accept your proposition as regards the clergy, thus giving one more proof of their desire to maintain the conciliation, which is so essential, until the election of the monarch. If not, the responsibility is not ours, and God help us. (*Dios nos ayade.*)

Prim's appeal, however, was listened to, but met no response. He left the unionists to deliberate on their course.

RIOT IN CHICAGO.

A Pitched Battle at a Dance House.

From the Chicago Tribune, 12th.

The "German House," corner of North Wells and Indiana streets, was the scene of a bloody riot between 11 and 12 o'clock last night. A regular pitched battle took place between about a score of rowdies and a squad of police, during which there was some promiscuous stabbing, divers broken heads, and numerous bloody noses. The difficulty arose under the following circumstances:—

Mr. J. C. Donlan, a boss carpenter, whose shop is at the corner of Illinois and La Salle streets, celebrated the anniversary of his birthday yesterday, and, in order that others might rejoice with him over the event, he gave a ball to his numerous employes at the German House, last evening. Everything passed off very pleasantly until 11 o'clock, when a gang of rowdies, about twenty in number, accompanied by half a dozen young women, presented themselves at the door. As the ball was of a private character, Mr. Goetz, the janitor, who was acting as doorkeeper, denied them admittance. This did not abash the intruders, however, and, determined to effect an entrance, a couple of stalwart rowdies took him by the nape of his neck and threw him down stairs. Mr. Goetz sustained some severe injuries by the fall. The crowd then took possession of the door, and ordered the ball to proceed. The legitimate parties to the dance resented the intrusion, and a general fight was soon in progress. Meanwhile word had been sent to the Huron Street Station, and Sergeant Gerbing, with a squad of a dozen policemen, was soon upon the scene. When the blue coats entered the hall, the rowdies presented a solid front and gave determined battle. Chairs, clubs, bottles, and all manner of weapons were brought into requisition, and for nearly half an hour the hall was turned into a perfect pandemonium. The police being the better armed and disciplined party, finally gained the mastery and placed the rioters under handcuffs. One of the rowdies, named Joseph Morgan, was stabbed in the leg, probably by one of his own friends, in the course of the fight, and half a dozen others presented faces that their own mothers would fail to recognize. Eighteen men and three women were taken into custody and transferred to the Huron Street Station.

CUBA.

An Appeal to the Blacks and Coolies to Strike for Freedom.

HAVANA, Nov. 6.—In Havana and throughout the whole island there has been scattered the following artful appeal to the blacks, wherein they are invited to revolt and incendiarism, but are enjoined to spare the property of those who treat them well:—

The negroes are as good as the whites. The whites are not the slaves of, nor do they work for, the blacks. The Cubans desire that the negroes should be free. The Spaniards wish that the negroes should continue to be slaves. The Cubans are battling against the Spaniards.

The negroes who have any sense of shame should go out and fight side by side with the Cubans. The Spaniards desire to kill the Cubans in order to prevent the negroes from ever becoming free. The negroes are not fools: they have great courage, and they will fight with the Cubans.

When the Cubans are at any point fighting or skirmishing, then let the negroes go there to assist them. Should the Cubans be afar off, the negroes should hasten to overtake them, but first they should burn the estates.

If on any estate there should be no slaves, but on the contrary the negroes are paid for their labor, that is to be considered a good establishment, because it gives free support to the poor and needy.

If on any estate the negroes should have nothing more than dry hides (tasago is referred to) to eat, all the money there made by the master is used to help the Spaniards.

Should the estates be not burned, the crop will be gathered, the money for which it may be sold will fall into the hands of the Spaniards. With it many soldiers can be gathered together and sent out to the island, with many guns and cannon, by which the Cubans may be slain, and the negroes will in such event forever remain slaves.

The time for battle has arrived. It is better to be by the side of the Cubans, to the end that all men here, both white and black, may be made free, who are now working and toiling as slaves.

Huzza for Liberty. Put fire to the sugar estates, and in the face of the world let us struggle against the Spaniards.

THE JUNTA LIBERTADORA OF CUBA OF COLON.
Havana, Oct. 1, 1869.

THE TRAPEZE.

A Fearful Fall—Exciting Scene in a St. Louis Theatre.

The "Varieties" Theatre of St. Louis was the scene of an accident on Thursday evening last, which is thus described in the *Democrat* of that city:—

The daring feats of a young girl known as Madlle Zagrino, who is only about fourteen years of age, have for some time excited the wonder and admiration of the *habitues* of the Varieties Theatre. That a girl so youthful, handsome, and seemingly artless should attempt and successfully perform feats on the flying trapeze which older performers were afraid to undertake, inspired the spectators with enthusiasm that often broke forth in the wildest applause. Mounted upon a bar hanging twenty-five feet above the floor, this beautiful child would balance herself, with arms outstretched and a smile upon her face, and then swinging in long oscillations, stand upon one foot, looking more like a creature of the air than a being of the earth. So dangerous did her performances appear, that many persons predicted that she would fall and break her neck.

Last night the prediction came very near being verified. Madlle Zagrino was going through her usual trapeze performances, and had come to that part where she stands on one foot, with the bar in rapid motion, when she lost her balance. She attempted to grasp the bar with her hands, but missed it, and fell headlong upon the floor inside of the orchestra railing, striking on her right hand and breaking her wrist. A deep gash was also cut in her forehead and her shoulder was severely bruised.

A cry of horror arose from the audience as the girl fell, and men started up in the wildest excitement. Every cheek turned as pale as ashes, and men and women became as tremulous as though stricken with palsy.

On striking the floor near the bass viol, the girl lay still, and it was supposed that she was dead. Her father, who had been watching the performance from the stage, at once came forward, and leaping in the orchestra, lifted up the lifeless form of his daughter, and placed her upon the stage. She was then carried behind the scenes, and three physicians were sent for. The show went on—two comic songs being next on the programme.

POLITICAL.

The Situation in Texas.

Concerning the political situation in Texas, the Galveston *Civilian* of a recent date says:—

As matters now stand the negroes have majorities in fourteen out of thirty Senatorial and Representative districts in Texas, although there are three times as many white as colored people in the State. The districts are so arranged as to give the blacks the majority as many as possible. This is one of the pieces of liberality and fairness on the part of the late radical Reconstruction Convention, which the people are asked to accept with gratitude. Under the census of 1860 there were 421,649 whites and 159,679 slaves in Texas. The whites have since increased much more rapidly than the colored population, yet by the arbitrary course of the Boards of Registration, in rejecting the whites, and admitting negroes under age to register, only a little over twelve thousand more white than colored voters were registered. But, as though this were not enough, the convention so arranged the districts that, if but a single one more could have been given to the blacks they would have had as many as the whites in the State.

The Situation in North Carolina.

The Richmond *Whig* gives the following account of the political situation in North Carolina, from the Copperhead standpoint:—

"Things do not appear to be improving in North Carolina. The negro militia, which was quartered in Wake county, not far from Raleigh, is still there, and its depredations and outrages upon the surrounding country are of an atrocious character. The Governor said the militia was sent there by an ignorant magistrate, without his knowledge or sanction, and that he would disperse them. But he has, as yet, done nothing, and the number is daily increasing. The cause of the trouble appears to be that the Union League, mainly composed of blacks, has become an organized band of rogues, who plunder far and wide, under assurance from the carpet-bag judges that stealing is no offense in a negro. This sort of law naturally induced all who had any property to take its preservation into their own hands, and, when they could, to punish those who invaded their rights. This natural result was probably expected and desired by the carpet-baggers, as affording a plausible pretext for calling out the militia. Be this as it may, a very sad state of things exists: violence on one side has provoked violence on the other, and both parties disregard the law. From what we hear of Governor Holden, we think he is disposed to do all he can to bring about peace by quiet means and to revive a better state of feeling. But he is mastered by circumstances. The novel administration of justice by carpet-bag judges, by which thieving is encouraged and all personal property deprived of the protection of law, must go far to battle his efforts.

The Canadian Annexation Movement.

Mr. Aubin, editor of *Le Pays*, the radical French Canadian organ of Montreal, who came to Washington as the representative of the annexationists, will remain for several weeks. He represents the annexationists as strongly opposed to reciprocity, declaring that such a policy indefinitely prolongs British rule and colonial dependence on this continent. Want of reciprocity is commercial ruin to the Canadas. Even the most bigoted loyalist in the provinces who is not in office will, under the pressure, come over to those who demand independence or annexation. Mr. Aubin represents the independence policy as growing continually all over the New Dominion, while the annexationists are strongest in Upper Canada and the maritime provinces. In Montreal there is a growing organization in its favor, the active men in which are British-Canadians. The agitation for independence is regarded as the half-way house to annexation. The past few days have added materially to the number of Senators and Representatives now in Washington, and the current week will increase the list still more.

LEGAL INTELLIGENCE.

Court of Oyer and Terminer—Judges Peirce and Paxson.

This morning the session of Oyer and Terminer for the November term was commenced, a panel of one hundred jurors having been summoned to attend.

THE DOLAN HOMICIDE.

The case fixed for to-day and called for trial was that of the young man Robert Collins, who is charged with the murder of Dennis Dolan on the 5th of July last. It is charged that on the night of July 5th, about 9½ o'clock, the prisoner was in the neighborhood of Seventeenth and Helmuth streets, in company with two young women, and a crowd of boys were taunting him until he was so angered that he kicked one of them. Afterwards he went into an ice-cream saloon with the women, and some of the boys stationed themselves about the door to catch a glimpse of his face, and when he came out, some of them followed him. The women left him, and he standing alone, took a pistol and fired twice at the crowd of boys, the second shot taking effect in the body of Dennis Dolan, and causing his death.

William D. Wetherill, Richard Ludlow, and Joseph A. Bonham, Esqs., appeared as counsel for the prisoner.

At the time of our going to press, counsel were engaged in selecting a jury.

U. S. District Court—Judge Cadwalader.

This morning the term for jury trials was commenced, the Court appointing Caleb Cope foreman of the Grand Jury. The Judge charged the Grand Jurors briefly as to their duties, and dismissed them to business, saying that in all probability there would be but little for them to do.

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH,
Monday, Nov. 15, 1869.

The week opens with a moderate degree of activity in the discount market, and a small demand for brokers' loans, but the latter are decided favorites with the banks, as heretofore so often noted. Appearances favor the impression that the banks have made some improvement in their supply of funds during the past week, and if their weekly statement, to be published this evening, sustains it, there can be no doubt that the market for discounts will be forced down despite of present bull influences to buoy it up. The rates demanded for time loans have only been obtained by reason of the temporary pressure induced by backward collections West and South, and are not the result of any great discrepancy between the supply and demand.

Call loans are first favorites with all classes of lenders, and may be quoted at 6@7 per cent. on Government and mixed collaterals. First-class business paper, well secured and endorsed, is current at 9@10 per cent., chiefly the latter.

Gold is steady this morning at 126¼@126⅜. Government bonds were dull, but prices continue steady at Saturday's closing quotations.

The Stock market was moderately active, and prices, with but few exceptions, were steady. State loans were without improvement. City sixes were unchanged, selling at 101½ for the new issues.

Lehigh Navigation was taken at 35¾, with 14 bid for Schuylkill Navigation preferred.

Reading Railroad was in fair request, and sold at 48 3-16, cash, and 48¾@48⅞. b. o. 4 Camden and Amboy Railroad changed hands at 119¾, and Pennsylvania Railroad at 53⅝. 70¼ was bid for Norristown, 52¾ for Minehill, 34 for Catawissa preferred, and 28¾ for Philadelphia and Erie.

Coal stocks were quiet. St. Nicholas sold at 3½.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$1000	City 6s, New	c. 101½	
$700	do.	101½	
$3800	do.	18. 101½	
$1000	do.	101½	
$2200	do.	18. 101½	
$700	C & A m 6s '89	83	
$500	N Penna 6s	87½	
$2000	Pa R 1 m	97	
$2000	Leh V R n bs. reg.	95	
20000	do.	2d. 95	
$2000	do.	95	
$1000	Leh gold 1	99	
10 sh	Ca & Am R.	119¾	
37 sh	Penna	18. 53½	
3	do.	85. 53½	
2 sh	Read R.	1yr. 48	
5	do.	48¼	
100	do.	c. 48 3-16	
1000	do.	b60. 48¾	
100	do.	c. 48 3-16	
100 sh	St Nich C	3½	
40 sh	Minehill	2d. 52¾	

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 117½@117¾; 5-20s of 1862, 115½@115⅝; do., 1864, 112⅝@112¾; do., 1865, 113@113⅜; do., July, 1865, 115¼@115½; do. do., 1867, 115⅝@115¾; do., 1868, 115½@115¾; 10-40s, 107⅛@107⅜; Curr. 6s, 107½@108; Gold, 126⅛.

MESSRS. DE HAVEN & BROTHER, 40 No. S. Third street, Philadelphia, report the following quotations:—U. S 6s of 1881, 117⅛@117¾; do. 1862, 115¼@115½; do. 1864, 112⅝@113; do. 1865, 113@113⅜; do. 1865, new, 115¼@115½; do. 1867, do. 115¼@115½; do. 1868, do., 115¼@115⅝; 10-40s, 107⅛@107⅜; U. S. 30 Year 6 per cent. Currency, 107⅜@108; Due Comp. Int. Notes, 19; Gold, 126¼@127; Silver, 124@125½.

—NARR & LADNER, Bankers, report this morning's Gold quotations as follows:—

10·00 A. M.	126¼	11·12 A. M.	121⅞
10·15 "	126¼	11·37 "	126¼
10·31 "	126¼	11·43 "	126⅛
11·08 "	126⅞	11·50 "	127
11·09 "	126¼		

Philadelphia Trade Report.

MONDAY, Nov. 15.—The Flour market is quiet there being a total absence of any demand for shipment and only a limited inquiry from the home consumers, who purchased 5@600 barrels, including superfine at $5@5·25; extras at $5·37½@5·62½; spring wheat extra family at $5·75@6·25; Pennsylvania do do. at $5·75@6·50; Ohio and Indiana do. do. at $6@6·75; and fancy brands at $7@7·50, according to quality. Rye Flour is steady at $6. Corn Meal is neglected.

The Wheat market is quotably unchanged; sales of Western red at $1·33@1·36; and Pennsylvania and Delaware do at $1·37@1·39. Rye may be quoted at $1·04@1·05. Corn is firm, and the offerings are light; sales of yellow at $1·05; new do. at 87@90c.; and Western mixed at 98c.@$1·03. Oats are steady, with sales of Pennsylvania and Western at 58@60c.

Barley is unchanged; 1500 bushels two-rowed New York sold at $1, and 1500 bushels four-rowed do. at $1·25.

Whisky is firmer; sales of 100 barrels wood and iron-bound Western at $1·05.

Philadelphia Cattle Market.

MONDAY, Nov. 15.—The market for beef cattle today exhibited little or no change from last week, and the tendency was for a still lower range of figures. We quote choice at 9@9¼c.; prime, 8@8½c.; firm to good, 6½@8c.; and common, 5@6c. per pound, gross. The arrivals reached about 3000 head. The following are the particulars of the sales:—

Head.
85 A. Christy & Bro., Virginia, 7@8½.
60 Daengler & McCleese, Chester county, 6½@8.
75 P. McFillen, Western, 7@8.
102 Ph. Hathaway, Western, 6½@8½.
85 James S. Kirk, Chester county, 7@8½.
28 B. McFillen, Western, 7@8.
100 James McFillen, Western, 7@8¼.
100 E. S. McFillen, Western, 7@8½.
165 Ullman & Bachman, Western, 7@9½.
152 Martin, Fuller & Co., Western, 7@8.
164 Mooney & Smith, Western, 7@8¼.
120 Thomas Mooney & Bro., Virginia, 6@7¼.
85 H. Chain, Western Penn'a, 5½@7½.
117 John Smith & Bro., Western, 7@9¼.
95 J. & L. Frank, Virginia, 6½@8.
53 H. Frank, Virginia, 6½@8.
85 Hope & Co., Virginia, 6@7½.
63 M. Dryfoos & Co., Virginia, 5½@6.
74 Eikon & Co., Virginia, 5½@7½.
95 Gus. Schamberg, Virginia, 6½@9½.
40 B. Baldwin, Chester county, 6@8½.
54 J. Clemson, Chester county, 7@8.
38 Blum & Co., Chester county, 6@8.
20 Chandler & Alexander, Chester county, 7@8.
13 A. Kimble, Chester county, 5½@8.
15 L. Horne, Delaware, 5½@6.
38 Aul, Chester county, 5@7.
84 R. Mayne, Chester county, 5½@7½.
13 Jesse Miller, Chester county, 7@8½.
59 S. Frank, Western, 6@7.
108 G. Ellinger, Virginia, 6@8.
12 Jefreys, Virginia, 5.
10 H. John, Western, 4@5½.
23 Saunders, Chester county, 8@8¾.
25 John Chain, Western, 5½@7.
19 Thupt, Western, 5½.

Cows and Calves sell readily at full figures; 200 head sold at $45@75. Springers may be quoted at $40@65.

Sheep were extremely inactive, and a decline of ½@¾c. ₩ lb. on the better descriptions had no effect towards stimulating the demand. 10,000 head were received at the Park Drove Yard, and sold at from 4 to 6¼c. ₩ lb., gross, the latter figure for choice. 6000 head changed hands at the Avenue Drove Yard, at prices ranging from 4 to 5¾c. ₩ lb.

Hogs are held firmly at the late decline. 3302 head sold at Henry Glass' Union Drove Yard at prices varying from $14 to $14·00 ₩ 100 lbs. for corn-fed.

SUEZ.

THE GREAT CANAL.

Completion of the Monster Undertaking, and Preparations For Its Opening.

The History and Character of the Work—Its Different Divisions and the Prospect of Its Success.

The completion of the Suez Canal is one of the grandest accomplishments of modern times. Despite discouragements and obstacles, its bold projector, Ferdinand de Lesseps has never faltered in his determination to succeed; and by his indomitable will the difficulties of nature, of finance, and of insidious opposition have been at length entirely overcome. Europe and Asia have now become near neighbors, and the products of the Indies are to be exchanged for the manufactures of the European factories at a transit charge across the Egyptian peninsula of only one-fourth the former rates.

The chief interest of Americans in this work centres in the fact that it is another gigantic triumph of human skill in advancing international intercourse, and affords an additional argument for the speedy construction of the canal across the Isthmus of Darien. Commercially, the Suez Canal is a rival to our Pacific Railroad, and by its advantages of time and expense will tend to retain the bulk of the trade of Asia in the old ports. Even with the opening of the Darien route, the rich carrying trade of the East will not necessarily fall into the hands of our own merchants. For from

London to Canton via Suez it is	10,000 miles.
From New York to Canton via Panama	11,500 "
From New York to Canton via Pacific Railroad	10,500 "
London to Canton via Pacific Railroad	13,500 "
New York to Canton via Suez Canal	11,500 "

Or, taking time as the test for the transit from London, it will compare as follows by their route and ours:—

	By Marseilles and Bombay.	*By New York and San Francisco.*
London to Hong Kong	39 days.	47 days.
London to Shanghai	43 "	43 "
London to Yokohama	48 "	38 "

The Ancient Canal.

The idea of cutting through the Isthmus of Suez does not originally belong to M. Ferdinand de Lesseps. Long before his day, the sovereigns of Egypt had thought about making the isthmus the route of exchange between the East and West; and it is even possible that this route, in the time of her greatness and prosperity, was the real source of those immense riches which enabled the pride of her kings to satisfy their stupendous fancies. It would otherwise be difficult to explain the construction of the wonderful tombs which those despots raised to shelter their skeletons against the waste and ruin of centuries. Herodotus informs us that the labor spent in the erection of the Pyramid of Cheops represented the work of one hundred thousand men during the long period of twenty-nine years. By calculating the daily wages of the laborer at fifteen cents, we find that this monument cost the fabulous amount of ninety millions of dollars, which we may regard as lost to the country, no ulterior advantage having ever accrued to it therefrom. The cutting through of the isthmus, the utility of which is incontestable, will not necessitate the sacrifice of so much life and treasure. All the ancient kings of Egypt had not, however, the ruinous vanity of Cheops—some, happily for the people, having studied the useful side of sovereignty. Among others, Necos was one of the first who undertook to establish communications between the Red Sea and the Mediterranean. The labor spent upon this project exceeded the long term of one hundred years, and, after the lapse of two thousand five hundred years, vestiges of the works are still visible in the neighborhood of Suez, where the geological consistency of the soil resisted more successfully the destructive fury of the Caliph Abasside Abou-Glafar-el-Manzour, who destroyed the canal about the middle of the eighth century of our era. The canal of Necos, which connected the Nile with the Dead Sea, and was in active operation during fifteen hundred years, was constructed, of course, upon a much smaller scale than than the one about to be opened by M. Lesseps. At that remote period, maritime exchanges were less exacting, and intercourse between the nations less frequent; their largest galleys, or *triremes*, did not measure more than sixteen yards in length, drawing consequently much less water than ships of modern size and construction. The Pharaohs were satisfied in appropriating one of the Nile branches, and supplying with its waters a canal thirty yards in breadth, two to three yards in depth, and ninety miles in length, amply sufficient, however, for the wants of the period. Although of small and inefficient dimensions, as compared with the modern canal, it nevertheless necessitated the excavation of sixteen millions of cubic yards of solid matter, during the long space of a hundred years. It is certain that the canal of Necos, which was long maintained in an efficient state by the Roman and Mussulman conquerors, served also for the irrigation of adjoining lands, in common with the other fresh-water canals constructed by the ancient Egyptians.

When sent by the Directory to Egypt, in 1798 Napoleon was the first to discover and bring to notice the traces of the old canal near Suez, and immediately named a commission to examine and report on cutting a new one across the Isthmus. The report was made by M. la Pere, who was at its head, and is an able though utterly incorrect one. He theorizes largely on the peculiar formation of the Isthmus, and insists it was formerly a part of the bed of the sea, which had gradually been reclaimed from it by natural causes; citing many curious facts in support of his theory.

But when it came to the practical engineering details, he is all wrong; for he declared the level of the Red Sea to be thirty feet above the level of the Mediterranean. Subsequent research has proved the real difference to be not so many inches actually. Yet the blunder of M. la Pere was accepted by all the leading engineers of Europe until 1846. Bonaparte was dissatisfied with this report, and not deterred by it from prosecuting the matter; but he was summoned to another sphere, to commence his great career in Europe, before the full report of the commission could be given, or further researches made.

Lesseps' Project.

The first step towards the construction of the present canal was made nearly a quarter of a century ago. In 1846 a commission was issued to Robert Stephenson, son of the famous inventor of the locomotive, on the part of Great Britain; to Talabot, the great French contractor, on the part of France, and to Signor Nigretti, the scientific chemist and engineer, on the part of Austria. During that year the isthmus was surveyed by them and the scheme pronounced feasible. The only serious impediment to the success of the undertaking which then presented itself was the continual danger to which the canal would be exposed by reason of the sand storms on the desert. To meet this difficulty various mechanical remedies were proposed and the enterprise pronounced practicable. Yet nothing further was then attempted. M. Ferdinand de Lesseps, who had been French Consul at Alexandria in 1831, returned to Egypt early in 1854 to receive this project, and was received with enthusiastic affection by his former companion, Said Pacha, who had ascended the throne on the murder of his nephew, Abbas Pacha, a few months before. He was treated as the guest of the Viceroy—a palace assigned to his use, as well as a retinue of servants; in all respects he was entertained more like a prince of the blood than a private individual. He sounded carefully those representatives of the foreign powers in Egypt who had diplomatic functions, but met with no encouragement, except from two of their number, M. Ruyssenaers, the Dutch, and Mr. De Leon, the American, Consuls-General. These two were much struck by the boldness and apparent feasibility of the plan, and the great advantages which would accrue to the commerce of the world, in breaking up the English monopoly. M. de Lesseps also enlisted the aid of the two leading engineers of the Viceroy, who were Frenchmen also—M. Mougel Bey and Linant Bey—and obtained from them accurate estimates and plans, as far as such were procurable, and interested them in the scheme, both on personal and national grounds. Having thus prepared the ground, and secured the influence of the two foreign agents who approved of his enterprise—both of whom were favorites also of the Viceroy—he boldly proposed to Said Pacha to patronize the undertaking, and obtained from him the concession required, empowering him to form an international company for piercing the canal to connect the two seas. This was in November, 1854.

The first exploration of the isthmus under his supervision was made in December, 1854, and January, 1855, and the present line of survey, which was ascertained to be twenty-nine French leagues (about ninety English miles) in length, decided on. In November, 1855, another international commission visited the isthmus, but beyond the publication of their report, June, 1856, little of consequence was accomplished until 1858, when La Compagnie Universelle Maritime de Suez, or, as it was familiarly known to English readers, the Suez Ship Canal was organized, with a capital of $10,0000,000.

Its Execution.

For many of the earlier years of this international enterprise English diplomacy threw all the obstacles its ingenuity could devise in the way of the execution of this work, fearing to allow France to construct a short cut to her East Indian possessions. The ingenuity of this nation of merchantmen detected a weak spot in the concession, viz.: that which provided that "in all cases at least four-fifths of the workmen should be Egyptians;" a clause inserted through the jealousy of the Egyptian Government to prevent too large an introduction of European laborers into the country. This labor was to be procured, as all Egyptian labor ever was, and is to this day, both for private agriculture and public works, by the system of "*corvee*," that is, conscription for compulsory labor for a limited period (one month), at a fixed rate of recompense. No sooner, therefore, had the new company, under the active superintendence of M. de Lesseps, collected twenty thousand Fellahs as laborers, giving them much higher pay than ever was promised by the Egyptian Government—lodging, food, and medical attendance, and half-pay when sick—then a howl went up from England and Exeter Hall, whose echoes reached the East, that the horrors of the slave trade were being revived by the French in Egypt! Lord Stratford, the English Ambassador to Turkey, therefore, demanded of the Sultan to stop this scandal; and a peremptory order from him, backed by the voice of England, came to Said Pacha to stop the work at once, and dismiss the Fellahs. The combination was too strong and the pressure too heavy for Said, bold as he was, to disobey.

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But the indomitable De Lesseps did not despair, although he saw his encampment of twenty thousand laborers broken up and dispersed in a day, leaving only a quantity of tools and tents behind them as evidences of their having been at work in tracing out his canal. He summoned laborers from Europe, and they came after months of delay; but no sooner had they been organized into a working force than, through English persuasion, the imbecile Sultan issued a firman denying the right of the Viceroy to cede the lands through which the canal was to be dug. This was apparently a fatal obstacle, for Said dared not disobey, and a stoppage of two years in the work took place, while M. de Lesseps vainly sought to enlist influences powerful enough to resist those brought against him.

His patience and energy were crowned with success at last. The French consul who had opposed the enterprise was recalled from Egypt, and instructions given to his successor to favor the project, which was, for the first time, thus taken under French protection; and the French Minister at Constantinople, M. Thouvenel, requested to enlighten the mind of the Sublime Porte as to the views and wishes of France. At a hint from a high quarter, Said Pacha submitted the whole matter in controversy between M. de Lesseps and himself to the French Emperor; and neither Turkey nor England dared to interpose any objection, though both felt themselves checkmated by this adroit move of the diplomatic cutter-of-canals.

The Emperor's decision was given in July, 1864, for this last intervention of his in the affair was five years later than his first, which settled the preliminary points, and was given after the death of Said, who died in January, 1863. He decided that the concession of 1854 was binding, and that Egypt should pay an indemnity of $16,800,000.

The steps taken by the Emperor in the earlier stages were simply giving the Suez Canal project the moral aid of the support and sanction of France; and allowing a subscription to be raised in France by popular contribution, under the patronage of the authorities. From the hour of the Emperor's intervention the diplomatic interference of England ceased openly; but no opportunity ever was lost, indirectly, to thwart or cripple the enterprise in all its stages.

And this aid of the Emperor's came in good time, firstly, to save the scheme in infancy from being swamped by England; and secondly, to save it, at a maturer period, from the hostility or indifference of Said's successor, Ismail Pacha, who did not wish to follow in the footsteps of his predecessor in anything; and against whom this appeal to the Emperor was taken, which resulted in his judgment rendered in 1864, above referred to.

The plan adopted by M. de Lesseps to frustrate the difficulties raised by the two firmans forbidding the compulsory labors of the Fellahs under the *corvee* system, and refusing also the cession of the lands on each bank of the canal sufficient for the purpose of the enterprise, was as ingenious as it was successful. He succeeded in substituting steam-power for manual labor in a great measure, supplying what was actually needed by importing foreigners, and tempting voluntary native labor by higher prices and better treatment than they were accustomed to. The latter point was smoothed over, through the aid of the new French Consul-General and the Viceroy, and by the tacit consent of the Porte, under the skilful manipulation of M. Thouvenel. And so, at last, the great work was placed on a firm footing, and from 1859 to the present hour has steadily progressed, until now approaching its successful conclusion.

General View of the Work.

Let the reader imagine a vast ditch one hundred miles in length, three hundred feet wide at the top, one hundred to one hundred and fifty feet wide at the bottom, with an average depth of twenty-four feet, connecting four natural lakes, bisecting a sandy isthmus at its narrowest point, and discharging at either end into a large inland sea, and he will have a fair presentment of what the canal is, or rather is intended to be. These lakes are situated at distances ranging from ten to fifteen miles from each other, and form the natural boundaries, so to speak, of the several divisions of the work. The largest and deepest of these, called *Lacs Amers*, or Bitter Lakes, extend to within fourteen miles of Suez. The other lakes are called Timsah, Ballah, and Menzalah. The first and smallest of these has long been drying up. To deepen the channel through these lakes; excavate the intervening sections, which, previous to the operations of the company, consisted of arid, sandy, treeless, and almost trackless wastes, with an occasional stratum of calcareous blue clay running through them; and to build the jetties for the protection of the entrance from either sea, and which now form the harbors of Said and Suez, was really all the company had to do.

No locks or other artificial appliances will be required, and steamers of the capacity of those now used by the Peninsular and Oriental and *Messageries Imperiales* Companies will, it is believed, be able to pass through from sea to sea without difficulty or detention.

Mechanical Appliances.

A work of so vast and unique a character, as will readily be conceived, has called into requisition appliances for construction of a similarly extensive and original kind. Indeed, the machinery used on this canal forms one of the most interesting features of the work. Nothing like it is to be found elsewhere. From the gigantic *drague a couloir*, down to the smallest *drague* (dredge), and from the ponderous *elevateur* to the smallest drill or hand machine, everything is of the most costly kind and elaborate finish. Two hundred and eighty-five machines, representing a force equal to eighteen thousand horses, and consuming twelve thousand two hundred and nineteen tons of coal per month, work day and night on the canal. These machines are divided into sixteen classes, two of which are worthy of especial mention. These are the large dredges (*dragues a long couloir*) and the *excavateurs*. The former are similar in construction to the machines used for dredging purposes in the British and American seaports and rivers, but they are larger, and have an enormous passage, or spout, attached. By means of a steam pump attached to the lighter on which this apparatus is mounted, water is mixed with the earth brought up by the dredge, and the semi-fluid mass is discharged through this long pipe, or passage (*couloir*), on to whatever spot may be selected. By means of this machine the sand can be discharged to any distance within two hundred feet beyond the edge of the canal. By this simple contrivance a continuous compact ridge of sand is formed along the entire length of the canal, and this serves to keep out the accumulations of sand which, blown by the frequent storms (*Shimaul* or *Krumseen*) from the surrounding desert would otherwise be deposited in the canal, and utterly preclude all efforts to keep it open. The ridge thus formed is in some places fully fifty feet high.

Port Said.

the northern entrance of the canal, is situated on the eastern shore of the Mediterranean, 134 miles north of Alexandria and twenty miles north of Damietta. Externally its appearance is not unlike that of the majority of mushroom American towns similarly situated. It is an anomalous sort of place. Bounded northward by the ocean and southward by the desert, it is equally the product of both. Viewed geologically it is the practical result of a struggle between salt water and sand; commercially, possibly it is a compound of modern commerce and aboriginal Arab ignorance and filth. When the works were commenced at Port Said, in 1859, there was only space on the small strip of sand for a few tents for the engineers; the first huts erected there were built on piles; both the dredgings from harbor and channel made the land, and now one thousand acres have been reclaimed for the company's workshops and buildings, and the town of Port Said is as much a creation of M. de Lesseps as the canal. The provisions, and even water, had at first to be brought on camels from Damietta, or by sea, thirty-five miles; but now Ismailia supplies it from its fresh-water canal, a fifty horse-power engine forcing the water through two pipes to the northern extremity of the canal. Now comfort and many of the luxuries of life are easily procurable—at all events in much greater abundance and with more facility than in the ancient town of Damietta.

It contains nearly one thousand houses, and a population which, though like that of Cairo—not the Egyptian, but the American Cairo—largely floating, may be fairly estimated at between 8000 and 10,000. This population is thoroughly cosmopolitan in its character; for small as the town is, it numbers representatives from all parts of the world. Every civilized and uncivilized country apparently sends its delegate to the canal congress. The activity and bustle of the place, heightened as they are by the picturesque effect produced by the motley groups of French, Egyptians, Arabs, English, Americans, Levantines, Italians, and Greeks working together harmoniously, form its principal attraction. On the occasion of Mr. Hall's visit there in October, 1867, he counted twenty-two large sized vessels in the *avant port* or basin. Most of them were from North British seaports, and were freighted with coal and other supplies for the company. By far the larger number, fully two-thirds, of the inhabitants are employed directly or indirectly by the Canal Company or by the contractors, Messrs. Boril, Lavalley & Co.

The Jetties.

One of the chief difficulties apprehended by the early surveyors and engineers of the canal scheme was the choking up of Port Said by the Nile deposits, and these jetties have been constructed mainly with a view to obviate this difficulty, as well as for purposes of protection to the shipping seeking transit through the canal. They are two in number, known respectively as the East and West Jetty. The length of the latter will be 3700 yards and of the former 2000 yards. The distance between their respective ends will be about four hundred metres (1300 feet), and they will form between them, it is estimated, a basin or harbor 500 acres in extent, completely protected from wind or storm, and spacious enough to accommodate all vessels seeking transit through the canal. These jetties are constructed of what appear to be immense blocks of stone. They are not stone, however, but sand, dredged up from the bottom of the canal, mixed with hydraulic lime (*chaux du Thiel*), and then put into wooden cases or moulds and allowed to dry. The lime is quarried a few miles down the canal, there ground, and thence transported to the works. Eight mills are kept constantly grinding on this novel, unique, and really interesting process. After sufficient time has been allowed to form and harden them, the wooden casings are removed, and the sun's rays, which in this latitude are intensely hot, complete the process of making the block. Two or three months suffice to harden them. They weigh twenty tons each, and cost about 1000 francs apiece. When sufficiently dry and ready for use, they are lifted up by a travelling steam crane (*grue a vapeur*) on to trucks, passed to a tramway, and then pushed by a locomotive down to where the lighters are moored to receive them. They now take a short sea voyage. After being transferred from the truck by another travelling crane, they are deposited in an inclined position, in rows of three, on another lighter, whence they are taken out to the position they are destined to occupy on the jetty, and there sunk. The rate of progress has been from thirty to forty blocks daily. Over 15,000 have been already submerged, and but little remains to be done to complete these magnificent piers. The dimensions of these piers, or jetties, are twenty-six yards at the base, six yards at the summit, and twelve yards in height.

Division of Port Said (Lake Menzalah).

This division is fourteen and a half miles long, extending from Port Said to Kilometre Twenty-three, and includes the heavy work on the jetties already described, and the deepening of the canal which lies through the middle of Lake Menzalah, which is itself only separated from the Mediterranean by a low, narrow ridge of sand. The labor performed in this division has been immense. Fears were entertained by many that the sand thrown up by the dredges to form the banks of the canal would be too weak to withstand the combined action of the wind and waves in the lake, and the canal would in consequence be liable to frequent interruption. Fortunately, these fears have proved groundless, and all cause for such apprehension is now removed. In this division 364,367 cubic metres were excavated during the month ending October 15, 1868, which, added to the previous excavation of 6,072,723 metres, left a then total of 2,766,049 metres yet to be taken out.

Division of El-Guisr.

This is the longest division of the canal, and includes all lying between Kilometre Twenty-three and Ismailia, a distance of thirty-five miles. The appearance of the canal, as far as Kantara, is like that on the first division, being as straight—to use a homely metaphor—as a bee-line.

South of Kantara the work is very heavy, especially at El-Guisr. Here are the deepest cuttings, extending a distance of five miles to Lake Ballah. Out of a total of 29,859,044 cubic metres, upwards of 9,770,037 yet remain to be excavated to reach the maximum depth of the canal. Twenty-five dredges and an immense force of laborers are engaged upon this division, and they are taking out about 600,000 cubic metres per month. In some parts of this division, when the canal is excavated to its full extent, the perpendicular depth will be upwards of one hundred feet.

Kantara.

The second point of importance on the canal is situated at the southern extremity of Lake Menzalah. It occupies the site of Migdol, famous in the history of the Exodus, and has long been an important crossing for the Syrian camel-trains. It is the principal town in this division, is twenty-eight miles from Port Said, and is usually reached by the mail boats in about five hours. In this and in each other division of the work, a basin has been formed in the lake, where the surplus sand and earth are dumped by lighters.

Lake Ballah.

Eight miles south of Kantara, the canal enters Lake Ballah, and, soon after passing the little Arab village El-Ferdane, we reach El-Guisr. The plateau upon which this village (El-Guisr) stands is the most elevated point, and the cuttings the deepest upon the whole canal. The labor of twenty thousand Arab *fellahs* was required for two years in cutting a channel deep enough to float the steam dredges from the Mediterranean to this point, and in filling the shallow basin of Timsah, formerly fed by the overflowings of the Nile only. At El-Guisr Mr. Hall found excavators hard at work widening the canal, with construction trains and locomotives drawn up on the bank for removing the earth more rapidly than it could be done by lighters in the canal. There is yet more to be done in this division before it is fit for the passage of large vessels.

Ismailia—Lake Timsah.

Ismailia, next to Port Said, is the most important point on the canal. It is not only the official headquarters of the company, but the residence of the principal officials. Until within a recent period, the offices of the contractors, MM. Borli and Lavalley, were also located here, but these have been removed to Port Said. The town is pleasantly situated near the northern shore of Lake Timsah, and is named after the reigning Viceroy, Ismail Pacha, who succeeded his uncle, Said Pacha, in January, 1863. Though, like Port Said, it owes its origin and growth entirely to the canal, the contrast between the two towns is very marked. The fresh-water canal, from the Damietta branch of the Nile, originally extended as far as a town called Zagazig, about fifty miles to the westward of Ismailia, which was then looked upon as the limit of civilization and habitable villages towards the east. All beyond was sand, desert, and desolation, with wandering tribes of Bedouins to make the desolation dangerous. One of the first operations of the company was to continue the fresh water canal to the east, and from a point two or three miles west from the present town, then a howling wilderness, its fertilizing waters now flow through the desert to the sea. It has played an essential part in the construction of the ship canal. Indeed without it the latter could hardly have been built. Before it was finished, three thousand camels and donkeys were required to transport the Nile water necessary for the sustenance of the laborers. When finished, the Egyptian Government purchased it for two million dollars. It runs nearly at right angles to the Maritime Canal. Its width is twenty-six feet, and its average depth about four feet.

Division of Ismailia.

From Ismailia, southward, we enter upon the third grand division of the canal. This extends through Lake Timsah and the Bitter Lakes to Kilometre One Hundred and Fifteen. The northern end of the Bitter Lakes is sixty miles from Port Said. The lakes themselves are twenty-three and one-half miles long. Up to within a few months past the navigation of the maritime canal did not extend beyond Ismailia; but, on the 18th of March last, the waters of the Mediterranean were admitted into the Bitter Lakes, and there is now uninterrupted navigation to the head of these lakes, and within fifteen miles of Suez, for vessels of ordinary tonnage. The cuttings at Toussoum and Serapeum, passed between Lake Timsah and the Bitter Lakes, are deep, and, next to those already seen at El-Guisr, the most difficult on the whole length of the canal.

The Bitter Lakes constitute the most interesting feature of this division. They are estimated to contain nine hundred million tons of water, and it is expected, from their size and situation, they will obviate the necessity of locks to break the current, which would otherwise exist in the canal between the two seas. Through these lakes the canal flows, between banks of the entire width of three hundred and twenty-eight feet, until it enters the last cutting, about five miles from Chalouf, whence it follows the course of the ancient canal to Seuz.

Division of Suez.

This division is twenty-eight miles in length. The principal points are Chalouf (El-Terraba) and Little Chalouf, or "Eighty-three," on the Fresh-water Canal, where there is a ferry established for the transit of the caravans and trains to and from Mecca.

The number of dredges at work on this division is small compared with that engaged upon the preceding sections, the nature of the work requiring a preponderance of hand-labor. Upwards of thirteen thousand men and one thousand donkeys are engaged upon this division. The majority of this large force are native Arabs (*fellahs*), and they work hard. In close and curious contrast to these simple carriers the Titanic engines toil and puff as they drag their ponderous claws along through this vast ditch. Nowhere perhaps in the world is the contrast between steam and man-power more vividly presented than on this great work.

Suez,

situate at the head of the gulf of the same name, which is a prolongation of the Red Sea, and Scripturally famous as the scene of the journey of the Israelitish hosts, has come prominently into notice of late years in connection with the overland route to India and China, and more recently as the southern terminus of the ship canal. It is likewise the place of embarkation for the Mohammedan pilgrims from Egypt, and the countries of Northern Africa, on their way to the holy cities. The town is built on a low, sandy tract of land.

The works at Suez are not on so large a scale as on the Mediterranean side, as no new Venice had to be made there on mud or sand instead of piles, Suez having long been used as the Red Sea port of the "P. and O." steamers, and the fleet of their steamers always anchoring a short distance below it.

Still a sea-wall had to be built there, to protect the mouth of the canal, as at Port Said, though on a smaller scale, and great workshops erected.

From a small Arab village in the time of Mehemet Ali, Suez had grown into a town of three thousand inhabitants, chiefly Arabs, six or seven years ago, under the influence of the "P. and O." transit. But it has been galvanized into new life by the new canal works, and numbers now twenty-five thousand inhabitants, being quite a busy and flourishing place, with brighter prospects for the future.

Of the present population, more than four thousand are Europeans. From the new palace of the Viceroy to the north of the town, the eye embraces a magnificent series of panoramic views.

At the feet of the gazer lie stretched out the town of Suez, the port, and the roadstead. On his right hand tower up the lofty mountains of Attaka, which frown on the Red Sea. To the left, high in the heavens, rises the hoary head of Mount Sinai, between sea and desert. In front, far as the eye can reach, toss and sparkle the bright blue waves of the sea—more azure in hue than those of the Mediterranean. Turning from this refreshing prospect, and looking behind him, he sees stretched in all its sombre simplicity, in great sandy waves, the bare, bleak expanse of the desert, without tree, shrub, or blade of grass to break its barren and dreary monotony.

The roadstead of Suez and its port are very large and very secure. More than five hundred vessels can find place there at a time. Much of M. de Lesseps' work had already been done here for him by his rivals of the "P. and O." Company. A magnificent dry-dock has been constructed and the most extensive dredging and jetty-making operations are in progress. The dry-dock is upward of 400 feet in length, and nearly 100 feet broad, while commodious basins, for the secure anchorage of ships and steamers, are being formed in front of it. The new piers are being connected with the railway to Cairo and the town of Suez by branch lines of railway. The Egyptian government, shamed into activity by the gigantic works carried on by the canal company, is constructing piers and basins of its own at Suez, and what was twelve years ago one of the filthiest and most indolent of Eastern cities is now all life and energy.

Practical Results.

During 1868 2088 vessels, aggregating 674,048 tons burden, arrived at Port Said, and 270,000 tickets were issued by the Transit Service. According to the estimates of M. de Lesseps this amount will be increased to 3,000,000 tons per annum the first year after the completion of the canal, and that, during succeeding years, this amount will be doubled. But these estimates are based upon the successful completion of the canal and the navigation of it by steamers drawing from sixteen to twenty-two feet of water. The full purpose of the ship canal will not be attained until the largest vessels are able to pass through it from end to end, so that steamers from Liverpool, London, Southampton, Marseilles, Trieste, or Brindisi may proceed, without transshipment of cargo or delay in Egypt, through the Red Sea to Bombay, Point de Galle, Calcutta, Hong Kong, Shanghae, or Yokohama, as may be desired. Freights to Port Said from British or French ports are no higher than to Alexandria; but if unloading is to be gone through with at the former port, the heavy tolls through the canal, and the reshipment at Suez for the East, will outweigh the cost of transport by the present route round the Cape and practically render the canal a financial failure. Whether it will ever pay its constructors as a commercial speculation when fully dug out for the passage of large vessels remains to be seen. M. de Lesseps and the French engineers, backed by French capital, have constructed the work. British commerce in the East must furnish the tolls and help to make it pay.

An Experimental Trip.

An American correspondent who visited the Suez Canal in the beginning of this year, thus sketches his impressions of that division of the works which extends from Ismailia to Port Said:

Ten miles rapid steaming due east, a sharp turn to the left, and we entered the grand canal so suddenly that we had hardly time to take a last look at Timsah and Ismailia, the beauties of the desert, ere the sand hills shut them from our sight. Where the canal enters Timsah from the north the cuttings are deep, and the great heaps of sand lie on either side sixty or seventy feet high. The channel through which the water runs is not one hundred feet wide, and the depth not over twelve feet. Hydraulic engines of enormous power were at work dredging up and pouring out immense volumes of mud and sand. Hundreds of men, mostly Arabs, with barrow, pick and shovel, were moving the huge heaps, or, waist-deep in the water, turning from our path their uncouth boats; for much traffic is even now done upon the canal, and besides the boat-loads of stores and provisions belonging to the company, we saw many a cargo that reminded us of the sutlers' stores in the "Army of the Potomac."

The Timsah cutting extends for perhaps half a mile, and then the desert is scarcely above the level of the water, and, in fact, in many places it is below it, so that the water covers many hundreds of acres, and the course of the canal is buoyed out sometimes for nearly a mile. As we left the hills of Timsah, the wind struck us sharply, and ever and anon a quantity of the light sand of the desert would be caught up by it and sent whirling into the water; and looking closely, we could see where it had drifted little capes and promontories into the canal. Let us repeat what our captain said upon this subject, being asked:—

"Yes, monsieur, this drifting in of the sand certainly seems to be one of our greatest difficulties, for the wind blows across the canal all the year round—six months one way, six months back. One ounce of sand per square yard amounts to five hundred tons for the whole canal. If it came in at that rate it would be a long time before the company would pay any dividend. But we do not intend to let it come in; and this is how we prevent it. This sand extends only to the depth of from 9 to 12 feet; below this is a stratum of blue mud, mixed with a sort of clay, in which, by the way, we find great quantities of beautiful shells and fossil fish. Well, then, do you see those two huge engines which we are approaching—one an hydraulic dredger in the middle of the canal, the other an iron *shute* (it looked like the walking-beam of an immense steamer), near the edge? Do you see how the vast masses of sand, mud, and water come up from the dredger, are poured out into the 'shute,' and thence on the ground sixty or eighty feet from the edge of the canal? Do you see how quickly the great heaps rise, and how they extend, almost without a break, all along? Well, monsieur, you would find these heaps almost immediately baked hard by the sun, and as they are firm enough to bear the railroad which we intend putting upon them the better to expedite the mails from India, so we hope they will be high enough to keep out the sand-drifts from the canal."

"And what are your other great difficulties, mon capitaine?"

"Well, monsieur, at Chalouf, near Serapeum, we have struck a peculiar hard stone at the depth of twelve feet, and are obliged to blast to clear it out (it is axolite). Then the deposit of the Nile mud near Port Said will always keep us dredging. But what we fear most is the Red Sea. For a long distance from Suez it is extremely shallow: then, lower down, it is very rocky; and while this is nothing to steamers, which can easily keep the narrow channel, yet with the wind blowing six months one way and six months the other, it will not be easy for a heavily-laden clipper to keep the ground. Yet these things will all be set right, for trade will take the shortest route, and the Suez Canal will be a success, although no nation now believes it except France and" (with a bow) "America."

The only stopping place from Ismailia to Port Said is Kantara, which means The Bridge. A swinging boat answers the purpose now, but the abutments are being built for a more substantial structure. We reached Kantara about three o'clock. Here is a little clump of houses thirty-one miles from Port Said, and the canal is almost perfected thus far; that is to say, although the dredges are still at work, yet for this distance the canal is one hundred yards wide and of an average depth of twenty-six feet; and these are to be the dimensions for its entire length. A curious feature, which is visible along the narrow parts of the canal, is a current flowing in from the north at the rate of one and a half knots per hour. Although it is many months since the water attained its level, yet this current still continues. Our captain attributed' operation and absorption. It must be remembered that all the cuttings have been from the Mediterranean towards Suez, and that the main body of the men employed, numbering eighty-five hundred, are working at the head of the canal, which is now advanced as far as Serapeum. Here it is necessary to cut through a number of sand-hills to the Bitter Lakes, which are a series of depressions in the desert, in the lowest parts of which are marshy ponds. They are twenty-five miles in extent, and it is expected that when the water is let in an area of one hundred and forty thousand acres will be covered. (This has since been done.) Then comes the Chalouf cutting to Suez, sixteen miles, and the seas meet. After leaving Kantara, for many miles the water overflowed the desert on either side, and we passed along as through an immense lake. The channel was buoyed, and as an evidence of the shallowness of the overflow, flamingoes, pelicans, and a kind of large curlew waded about, intent on fish and regardless of us, while myriads of snipe and sandpipers gazed at us from the little islands which in every direction appeared above the water. After leaving Kantara we did not pass a boat nor see a human being until we reached Port Said. The eye fairly ached with reaching over the desert distance—miles upon miles of sand, and, after we left the overflowed land, one long silver thread of water. Not a tree, not a shrub, not even a good-sized stone, to relieve the intense monotony of the landscape. So when the captain handed us his glass and said that he could see the shipping at Port Said, we were well satisfied that our voyage through the desert was drawing to a close.

Ferdinand de Lesseps.

"J'ai pour principe de commencer par avoir la confiance," said M. de Lesseps recently to an English engineer, who was complimenting him on the almost insuperable difficulties he had overcome in the prosecution of his great enterprise, which is to be completed on the 1st of October, 1869.

"My principle, from the commencement, was to have confidence," truly says M. de Lesseps; for unless he had been animated by an unconquerable enthusiasm, and belief in himself and his project, it would have been abandoned during the first five weary years which intervened between his obtaining the concession from Said Pacha, Viceroy of Egypt, in November, 1854, until 1859, when the company was constituted, and the work actually commenced.

Ferdinand de Lesseps is the son of Jean Baptiste Barthelemi, Baron de Lesseps, who was born at Cette, a French port in the Gulf of Lyons, in the year 1765. His father was, for five years, French vice-consul at St. Petersburg. In 1785 he accompanied La Perouse on his voyage to Kamtchatka, whence he brought, by land, the papers containing a description of the expedition. In 1788 he was consul at Kronstadt and St. Petersburg. From St. Petersburg he was called by the Emperor Napoleon I, in the year 1812, to Moscow, and appointed intendant of the latter city. In 1814 he proceeded to Lisbon, and was stationed there as consul until 1823. He died in Paris, May 6, 1834. His son Ferdinand, the subject of our sketch, was born at Versailles, in 1805, and is, consequently, in his sixty-fourth year, though his appearance is that of a man little past middle age. In 1825 he was *attache* to the French consulate at Lisbon. Two years subsequently found him engaged in the commerical department of the ministry of foreign affairs. During the latter part of 1828 he was *attache* to the Consul-General at Tunis, and in 1831 was despatched by his Government as Consul to Alexandria in Egypt. Rare work and rapid promotion this for our *jeune diplomat*; but the most eventful period of his long and active career was yet before him. Seven years subsequent to his appointment at Alexandria, and when he was in his thirty-fifth year, he was sent as consul to Rotterdam. From this place he proceeded to Malaga, in 1839, to negotiate with the Spanish Government in behalf of French commerce. In the latter part of the same year he was transferred to the consulate at Barcelona, where, during that and the two following years, he was especially active, and signally distinguished himself against the reign of Espartero.

In 1854 he received a commission from the *Societe d'Etudes du Canal de Suez*, at Paris, to negotiate with Said Pacha for the construction of the canal, first projected in 1816. Accordingly, towards the close of that year, we again find him on the Isthmus, preparing for his great work. This time he came to conquer. His mission was crowned with success, and the necessary concession was made in November of that year. A palace and retinue of servants were assigned to his use, and he was treated, as a guest of the Viceroy, with the utmost respect. Great opposition followed, especially from England, and it was not till January, 1856, that the second and fuller concession was granted by Said Pacha, and the "International Company" fully organized

In 1858 M. de Lesseps succeeded in raising two hundred millions of francs in France alone, and in 1859 he proceeded to Egypt, and planted in the harbor of the ancient Pelusium, where Port Said now stands, the Egyptian flag. Laying, at the same time, the foundation-stone for a lighthouse, he proudly proclaimed the work commenced. Fresh difficulties, chiefly of a political nature, interposed; but the indefatigable Lesseps never despaired. In 1859 he had the satisfaction of seeing his company and work placed upon a firm footing, though the final decision of the French Emperor was not given till July, 1864, and, from that time to the present hour, the canal has steadily progressed.

The personal appearance of M de Lesseps is very striking. Though long past middle age, he has a fresh and even youthful appearance. Both face and figure are well preserved; his slightly curling grey hair setting off in pleasing contrast his bronzed, yet clear complexion, his bright eye, and genial smile. He is somewhat over the medium stature, is possessed of a compact and well-knit frame, carries his head erect, and moves about with a buoyancy and animation perfectly marvellous in one of his years and experience. His address is that of the well-bred and well-educated French gentleman he is; his manners are winning, his voice clear and under most excellent control, as those who listened to his admirable lectures on the canal at the late Paris Exposition cannot fail to remember. What is, perhaps, the most remarkable in a man so bred and constituted is, that with great gentleness of speech and suavity of manner he combines a strength of will and steadfastness of purpose worthy of Napoleon or Cæsar himself. Though beset by difficulties and scoffed and jeered at alike by friend and foe, he has never for one moment swerved from his purpose or relaxed his efforts to accomplish it.

The Formal Opening.

M. de Lesseps, in an official letter, says:—

"The opening of the Suez Canal has been officially fixed for the 17th November next, the canal, the length of which is 162 kilometres (98 1-10 miles), will then through the whole distance have eight metres (26 feet) depth of water, the width on the line of the water will be 100 metres (325 feet), with the exception of three passages, where this will be found to be 60 metres (195 feet).

"I may further mention that all shipping, whether mercantile or naval, conveying passengers as visitors for the inauguration, will be permitted to pass through the canal free from any payment of canal dues. It will be necessary, however, for such vessels to be at Port Said not later than the 16th November, in order to be ready to go through the canal, from Port Said to Lake Timsah, on the 17th, remaining the 18th before the town of Ismailia, where his Highness the Viceroy of Egypt will give an entertainment. The following day the Bitter Lakes will be traversed and the Red Sea reached, viz., on the 19th November."

The arrangements for the opening of the canal on the 17th of November are fully developed. The Viceroy of Egypt proposes to entertain his guests with unprecedented magnificence. On the bank of the canal are being erected lodges, constructed, fitted, and decorated so as to be representatives of the characteristics of the several countries to which the guests belong. Public amusements, theatres, circuses, balls, and *fetes* are to be provided for the recreation of the assemblage, which promises to be as brilliant as varied in its character. A first-class Italian opera company has been organized, and placed under the management of E. Muzio. It will open the new theatre of Cairo with a season of seven months, extending from October 15 to May 15, giving twenty-five operas and six grand ballets.

The crowned heads of Europe will either attend in person or be represented by some royal relative, in order to give fitting eclat to the ceremonies. The Emperor Francis Joseph of Austria, the Empress Eugenie, the Sultan Abdul Azis, the King of Greece, the Prince of Wales, and Prince Humbert, the Italian Crown Prince, will all be present. The French, Austrian, and Turkish fleets accompany the sovereigns in their visit to the Isthmus. The French Emperor has had manufactured at Lyons a tent woven of silk and worsted, which will cost $30,000, to be erected for the Empress. This tent will be taken to Paris after the ceremonies and sold at public auction, the proceeds to be distributed among the poor. America will also be represented at these festivities. In addition to her enterprising travellers who will attend, representatives will be present from the commercial boards of New York, Boston, and other leading cities.

Official Regulations.

The following are the official regulations for the navigation of the Suez Canal, as published by M. de Lesseps:—

First. Navigation on the Suez Maritime Canal is permitted to all vessels, whatever their nationality, provided they do not draw more than seven metres and a half of water, the canal being eight metres deep. Steam vessels may navigate by means of their own steam power. Sailing vessels above fifty tons burden must be towed by the service establishment for this purpose by the company. Steamers requiring to be towed will arrange by special contract. Each vessel towed will provide its own tow-line.

Second. The maximum speed of vessels on the canal is provisionally fixed at ten kilometres per hour.

Third. Every ship exceeding one hundred tons burden must take a pilot employed by the company, who is bound to furnish every information as to the route to be followed; the captain remaining responsible for the conduct and handling of the vessel.

Fourth. When a vessel requiring to pass the canal has taken up her moorings at Port Said, or at Suez, the captain is to enter his vessel at the office and pay the passage dues, as well as the pilotage fees, towing and harboring fees, when due. A receipt will be given him, which will be available in case of need. He will be bound to furnish the following particulars:—Name and nationality of the vessel; name of the captain; names of the owners and charterers; port whence sailed and destination; draft of water; number of passengers; tonnage of the ship according to legal measurement, certified by official documents.

Fifth. In the formation of trains, the captain furnished with a number according to his receipt, serving as a way bill; and after having received the pilot on board, will take up the position assigned to him.

Sixth. Every vessel about to enter the canal is to have her yards braced up and booms topped. They must have two anchors—one forward and one aft—to allow of anchoring at the first order of the pilot.

Seventh (1.) Every vessel must have, during the passage of the canal, a boat in tow with a hawser ready, in order, in case of need, to carry out his hawser to one of the mooring piles placed along the two banks of the canal. (2.) The captain is bound to keep watches on deck both night and day, to be ready to cast off or cut the tow lines at the first order. (3.) During the night, vessels will keep lights burning according to regulations, and a lookout forward. (4.) Every steam-tug or other steamer will whistle at the passage of the corners, at the approach of vessels which are to be passed or crossed, and at the approach of dredging or other engines which they may meet. (5.) When two vessels proceeding in opposite directions come to sight, they are to slacken speed, each keeping the starboard bank, or stop, according to the order of the pilot. (6.) When a vessel requires to pass another going in the same direction, warning must be given by signal. The vessel going at the least speed is to keep close to the starboard bank, and to slacken speed as much as possible.

Eighth. (1.) Vessels which for any cause whatever are obliged to stop in the canal, are as soon as possible to place themselves on the windward bank, and move fore and aft. (2.) In all cases of necessary stoppage, and when it is impossible to reach a siding, which is always to be done, if possible, the captain must immediately give notice by signals by day and by lamps by night, fore and aft. (3.) In case of grounding the agents of the company will have the right to direct the means of getting the vessel off, and, if necessary, of unloading the whole at the expense of whoever may have caused the grounding.

Ninth. Captains are forbidden (1) to anchor in the canal, except in case of absolute necessity, and without the pilot's consent; (2) to throw into the canal earth, ashes, cinders, or any other materials; (3) in case of anything falling into the canal a declaration is to be made to the pilot, who is bound to transmit it to the agent at the nearest station; (4) the captain is forbidden to fish up anything fallen into the canal except under the direction of the company's agents; (5) the salvage of all objects fallen into the canal is at the expense of the captain, to whom they will be restored on payment of those expenses.

Tenth. Captains will bind themselves, on receiving a copy of these regulations, to obey every order for the purpose of carrying them out.

Eleventh. The dues to be paid are calculated on the actual tonnage of the vessel, both as to the transit dues and the towing and harbor dues.

This tonnage is determined (until further orders) by the official papers on board. The transit due from one sea to the other is 10 francs per ton burden, and 10 francs per passenger, payable at the entrance at Port Said or Suez; the towage dues are fixed at 2 francs per ton; the harbor dues for anchoring at Port Said, at Ismailia, and before the platform at Sucz, after remaining for twenty-four hours, for twenty days at the utmost, 5 centimes per ton per day, at the place assigned by the captain of the port.

The pilotage dues for the passage of the canal are fixed according to the draft of water, as follows:—Up to 3 metres, 5 francs per decimetre; from 3 to 4½ metres, 10 francs; from 4½ to 6 metres, 15 francs; from 6 to 7½ metres, 20 francs. Every decimetre to be paid for proportionally according to the category to which the vessel belongs.

The pilot kept on board in case of anchorage will be paid 20 francs per day. Vessels towed will be entitled to a reduction of 25 per cent on the pilotage dues.

NEWS SUMMARY.

City Affairs.

—On Saturday the remains of the late Rebecca George were interred in the Friends' Cemetery, in Lower Merion. The funeral was a large one, and was attended by the Mayor, Mr. Hall, of Common Council, and several members of the Park Commission. The deceased had been sick but a short time, and her disease, which was cancer, was of such a type that it was impossible to arrest its fearful progress, notwithstanding that the most eminent surgeons were in attendance. The memory of Miss George will long be remembered on account of the munificent gift made by herself and her brother, which now form so attractive an addition to Fairmount Park.

—Charles Heaburn, aged 11 years, residing at Eighth and Shippen streets, was admitted to the Pennsylvania Hospital on Saturday last, his arm having been fractured by a fall from the top of a house. On Saturday last, Seymour Nichols, aged 34 years, was struck in the breast by the tongue of a wagon, at South street wharf, and was seriously injured. He was taken to the Pennsylvania Hospital. Mr. Nichols is a Prussian sailor.

—About 9 o'clock on Saturday night last David Johnson, while riding in a Market street car into the city from the Pennsylvania Railroad depot, had his pocket picked of $85.

—A few days ago Mr. Morris McQue, who keeps a second-hand store on Carlton street, below Seventeenth, found in a bag secreted in a hogshead in his yard twenty five pairs of new gum shoes. He holds them subject to the claim of the owner.

Domestic Affairs.

—Gold closed on Saturday at 127.

—Two suicides are reported from Reading.

—The first stone of the main edifice of the new post office in New York was laid on Saturday.

—The notorious Ketchum has been discharged from Sing Sing, his sentence having expired.

—Arrangements are in progress for a fitting representation of this country at the Russian Exposition of 1870.

—The anniversary of the foundation of the Methodist Episcopal Missionary Society was celebrated yesterday.

—According to the Havana *Diario*, the existence of any anti-Spanish element in Cuba is abnormal and transitory.

—The brakemen's strike on the Erie road is reported to be extending, and the engineers are regarded as likely to quit work.

—A compromise is likely to be arrived at between the two branches of the Tennessee Legislature over the Convention bill.

—An order has been issued by the Cuban Junta honorably discharging the officers and men of the Cuba, seized at Wilmington, N. C.

—Colonel Alexander, formerly Quartermaster under General Butler, under arrest, in New Orleans, as a bogus Treasury agent, has escaped.

—A Mrs. Rizzi was found murdered in her bed at Monroe Hills, near Memphis, yesterday, and it is supposed that her husband, who has fled, is the murderer.

—Rev. Isaac B. Smith, after a trial, at Geneva, Ill., extending over several days, has been acquitted of the charge of murdering his wife by drowning her.

—An order is expected from the Postmaster-General, prohibiting the carriage by the mails of circulars got up by swindling firms, with a view to defraud the public.

—Two of the parties charged with being concerned in the New York drawback frauds were before the United States Commissioner in that city on Saturday, and held to bail.

—The case of McGarrahan vs. Browning, involving the ownership of a large area of valuable land in California, was again before the District Supreme Court at Washington on Saturday.

—The California Legislature will enter into possession of the new Capitol at Sacramento next session, and great preparations are making by the Sacramento citizens to celebrate the occasion.

—At Des Moines, Iowa, on Saturday night, a freight train ran into an Eastward bound Pacific Railroad train, smashing up a Pullman palace-car, and wounding from fifteen to twenty passengers.

—The skeletons of two infants have been found in the chimney flue of a New York boarding-house, and the police are engaged in an attempt to discover the circumstances under which they came there.

—A most disastrous collision occurred on the Pacific Railroad, near San Leandro, yesterday morning. Several persons, among them Alexander W. Baldam, United States District Judge of Nevada, were killed, and a number seriously injured.

—Another seizure has been made in New York in connection with the recent discoveries of extensive counterfeiting of revenue stamps. This time it is the match factory of Henning & Banback, in which it is alleged large quantities of the bogus stamps were used.

Foreign Affairs.

—The entire Italian cabinet are in favor of the Duke of Genoa's candidature for the Spanish crown.

—The Bishop of Havana has been arrested at Cadiz, but we are not told the nature of the charge against him.

—The Spanish Government, it is said, contemplates the release of all political prisoners not accused of criminal acts.

—Mr. Peabody, a day or two before his death, donated a further sum of £150,000, or $750,000, gold, to the Peabody Fund.

—The opposition to Dr. Temple's nomination to the Bishopric of Exeter continues. An organized effort is to be made against his confirmation in the Sec.

—Lopez is charged by the Brazilian Government with the murder of one hundred and thirty-three of their soldiers, and his case is reported, on the same authority, to be desperate.

Generalities.

—New Orleans wants a navy yard.

—The Missouri tin mines are worked out.

—There are 454,355 Free Masons in the United States.

—Plate glass is to be manufactured in New Albany.

—Norwich, Connecticut, has four churches without a settled pastor.

—Canada can only just turn out 5000 barrels of oil every week.

—Farmington, New Hampshire, makes 1,500,000 pairs of shoes annually.

—At North Adams a coffin thief is considered a grave offender.

—Waterbury, Conn., has a sociable club calling itself the "K. K. K."

—A Norfolk, Va., negro has invented a hand-saw that works by foot power.

—Seventeen men are said to control 50,000 miners in this State.

—There are three or four fine steamers plying on the waters of Puget Sound.

—The 5th of November used to be celebrated as "Pope's Day" in New England.

—There is a man in Norfolk so "ugly that with six frowns he can kill a bull-dog."

—A Virginia calf is given to turkey-eating, and has made away with thirteen of them.

—About fifty tons of mail matter are carried to and from the Chicago Post Office daily.

—A church in Jacksonville, Ill., is being refitted as a dance house and lager beer saloon.

—The live stock in the State of Connecticut this year is valued at $24,688,141; in 1860 it was $11,311,079.

—Bears are numerous in Franklin county, in this State. They leave the mountains and infest the cultivated regions in search of chestnuts.

—A clergyman recently preached to a New London audience from the text, "Shall these dry bones live?" The collection was large.

—A Bangor "Linda," after being courted by a gentleman three weeks, popped the question herself and was—married.

—The New Orleans *Times* records the case of a drunkard and a mother sodden in depravity at the age of fifteen years.

—Ohio must show 3,000,000 inhabitants in order to retain her representation in Congress at the next apportionment.

—There was arsenic in the punch at a Kentucky wedding last week, and forty wedding guests were laid out.

—A pike weighing seventeen pounds committed suicide by butting its head against a bridge pier in Butler county, in this State.

—A young rascal has accumulated a fortune of $10,000 by several years' industry at begging in the disguise of an old man.

—Portland youngsters have been caught stealing dead men's bones out of a cemetery and selling them to the mill.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES.....6:47 | MOON SETS.....3:33
SUN SETS.....4:42 | HIGH WATER.....11:29

PHILADELPHIA BOARD OF TRADE.

WILLIAM W. PAUL, H. C. BUTCHER, S. E. STOKES, } COMMITTEE OF THE MONTH.

COMMITTEE ON ARBITRATIONS.

J. O. James, George L. Buzby, E. A. Souder, William W. Paul, Thos. L. Gillespie.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Paraguay	London	New York	Oct. 23
Helvetia	Liverpool	New York	Oct. 27
Iowa	Glasgow	New York	Oct. 29
Borussia	Hamburg	New York	Oct. 30
Union	Southampton	New York	Nov. 2
Tarifa	Liverpool	New York via Bos.	Nov. 2
England	Liverpool	New York	Nov. 3
Manhattan	Liverpool	New York	Nov. 3
C. of London	Liverpool	New York	Nov. 4
Smidt	Bremen	New York	Nov. 4
Caledonia	Glasgow	New York	Nov. 5
Hammonia	Havre	New York	Nov. 6
Bellona	London	New York	Nov. 6
C. of New York	Liverpool	New York, via Hal.	Nov. 6
The Queen	Liverpool	New York	Nov. 6
Russia	Liverpool	New York	Nov. 6
Lafayette	Brest	New York	Nov. 6

FOR EUROPE.

C. of Boston	New York	Liverpool, via Hal.	Nov. 16
Westphalia	New York	Hamburg	Nov. 16
Pennsylvania	New York	Liverpool	Nov. 16
Nemesis	New York	Liverpool	Nov. 17
Malta	New York	Liverpool	Nov. 18
Paraguay	New York	London	Nov. 20
City of London	New York	Liverpool	Nov. 20
C. of Washington	New York	Liverpool	Nov. 27

COASTWISE, DOMESTIC, ETC.

Cleopatra	New York	Vera Cruz	Nov. 17
J. W. Everman	Philada	Charleston	Nov. 18
Eagle	New York	Havana	Nov. 18
Juniata	Philada	New Orleans	Nov. 20
Tonawanda	Philada	Savannah	Nov. 20
South America	New York	Rio Janeiro	Nov. 23
Pioneer	Philada	Wilmington	Nov. 25

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED SATURDAY.

Steamship Norman, Boggs, Boston, H. Winsor & Co.
Steamship Whirlwind, Sherman, Providence, D. S. Stetson & Co.
Steamer H. L. Gaw, Iler, Baltimore, A. Groves, Jr.
Barque Masonic, Morse, Genoa, Workman & Co.
Brig Nellie Mowe, Merryman, St. Martin's, Warren & Gregg.
Schr M. E. Amsden, Lavender, Barbados.
Schr R. Vanneman, Brown, Cape May.

ARRIVED YESTERDAY.

Steamship Juniata, Hoxie, 4½ days from New Orleans via Havana, with mdse. to Philadelphia and Southern Mail Steamship Co. 13th inst., at 4 P. M., spoke steamship Wyoming, outward bound; also, saw several square-rigged vessels at anchor, names unknown, inward bound.
Steamer W. C. Pierrepont, Shropshire, 24 hours from New York, with mdse. to Wm. M. Baird & Co.

ARRIVED SATURDAY.

Steamer Frank, Pierce, 24 hours from New York, with mdse. to W. M. Baird & Co.
Steamer F. Franklin, Pierson, 12 hours from Baltimore, with mdse. to A. Groves, Jr.
Steamer Concord, Norman, 24 hours from New York, with mdse. to W. M. Baird & Co.

BELOW.

Brig Roanoke, from Turk's Island.
Mr. Geo. Fowler, of the D. R. Garrison, reports having seen barque Orion, from Boston, at anchor off Dan Baker's buoy.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, Nov. 13.—Eleven barges leave in tow to-night for Baltimore, light.
D. R. Graves, with hay, for Philadelphia.
W. C. Gillespie, with hay, for Philadelphia.
BALTIMORE BRANCH OFFICE, Nov. 13.—The following barges leave in tow to-night eastward:—
Ellen; Great Eastern; Jas. McMahon; Jane Elliott; M. A. Brady; Hennessey; Charles; Osprey; Gen. Butler; A. C. Conde; President Andy Johnson; A. J. Kirkpatrick; Kate Westervelt; and J. Hawkins, all with coal for New York.
L. S. C.

[BY TELEGRAPH.]

LEWES, Del., Nov. 13.—At the Breakwater about 25 schooners and brig with loss of foretopmast. Passed out, two barques, names unknown. No boats on shore to-day. Wind fresh from NW., with some snow.

MEMORANDA.

Ship Sansparell, McAlpin, hence for Antwerp, was off Dover 30th ult.
Ship Progress, Simmons, for Philadelphia, remained at London 29th ult.
Ship Tyro, Baker, for Philadelphia, cleared at Boston 12th inst.
Steamship Norfolk, Platt, for Philadelphia, sailed from Richmond 12th inst.
Steamship Saxon, Sears, hence, at Boston 12th inst.
Barque Annie Augusta, Davis, hence, at Matanzas 30th ultimo.
Barque Johann Benjamin, Gerdien, for Philadelphia, entered out at Liverpool 3th ult.
Barques John Martin, Benitz, and Brodrene, Larsen, for Philadelphia, remained at London 29th ult.
Barquentine White Cloud, Freeman, hence for Boston, at Edgartown 11th inst.
Brig Kennebec, Minot, for Philadelphia, sailed from Portland 11th inst.
Brig Circassian, Bunker, hence, at Boston 12th inst.
Brig Almon Rowell, Drisko, hence for Portland, sailed from Holmes' Hole A. M 10th inst.
Brig Mary C. Comery, Comery, at St. John, N. B., 12th inst. from Boston.
Brig Wm. Welsh, Strobridge, entered out at London 30th ult. for Demerara.
Schr A. F. Fabens, hence, at Savannah 12th inst.
Schr N. M. Bird, Hodgdon, from Calais for Philadelphia, at Portland 11th inst.
Schr Little Rock, Powell, hence, at Norfolk 11th inst.
Schr Marietta Tilton, Fritzinger, from Salem, at Baltimore 12th inst.
Schr Onrust, Heath, from Fall River for Philadelphia, sailed from Newport P. M. 11th inst.
Schr Millard Fillmore, Chase, from Boston for Philadelphia, at Newport A. M. 12th inst.
Schr C. & C. Brooks, Brooks, for Philadelphia, sailed from Pawtucket 13th inst.
Schr Polly Price, Yates, hence, at Richmond 11th inst.
Schrs J. H. Marvel, Quillin, and William and James, Outten, sailed from Richmond 11th inst. for lower James, to load for Philadelphia.
Schrs Kate V. Edwards, and Harriet Rogers, Frambes, hence, at Richmond 11th inst.
Schr Sarah Bruen, Fisher, for Philadelphia, cleared at Wilmington, N. C., 11th inst.
Schrs S. V. W. Simmons, Williams, and J. A. Parsons, Stevens, for Philadelphia, were loading at Wilmington, N. C., 11th inst.
Schrs W. W. Maury, Champion, and Ann Barton, Funk, hence, at Washington, D. C., 12th inst.
Schr Argus Eye, Thompson, hence, at Mobile 8th inst.
Schrs Maggie Van Dusen, Compton, and Gilbert Green, Westcott, hence, at Providence 12th inst., the latter for Pawtucket.

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With new and gorgeous costumes, splendid scenery, full Chorus and Orchestra, and this powerful cast:—
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Max, Mr. Habelmann. Gaspar, Mr. Wenisch.
Ottocar, Mr. Formes. Hermit, Mr. Steinecke.
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The Management take great pleasure in announcing an Engagement, positively limited to TEN NIGHTS, With the Eminent Tragedian, Mr. EDWIN FORREST, Who will make his first appearance in Shakespeare's Tragedy, in Five Acts, of
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MONDAY, NOVEMBER 15, 1869.

☞ CHANGE IN CARRIERS.—Mr. John Hanhauser will hereafter serve our subscribers residing in the district bounded by the north side of Thompson street and Montgomery avenue, between the west side of Fifth street and the east side of Broad. Mr. J. W. Parks, the former carrier, is no longer in our employ, and subscribers will please give the pay for their papers to Mr. Hanhauser alone.

THE SUEZ CANAL.

THE completion of the Suez Canal will apparently solve the problem which puzzled the European navigators for many centuries, and at last furnish the short passage to the Indies which Columbus strove in vain to discover, after one of the mightiest nations on the globe has been created in the New World which he found peopled by savages. It remains to be seen whether the enterprise will prove, in all respects, an industrial and financial success. Although this is highly probable, yet, in this practical age, men prefer to await tangible and fully-attested results before they render a final and comprehensive judgment on any novel project. It is difficult, if not impossible, to assign limits to the capabilities of modern engineers. Give them men and money enough, and they can not only dig ship canals, but remove mountains and construct edifices far more gigantic and imposing than the famed Egyptian pyramids. The real question at issue is, whether the new ship canal will prove a paying investment, and whether its utility, as measured in dollars and cents, will afford a remunerative recompense for the labor and expenditure involved in its construction and repair. The boat canals, especially in northern latitudes, have been superseded by railroads to such an extent, that even the great Erie Canal of New York, although sustained by continued State appropriations, is barely able to compete, during the summer months, with the railway lines, and the ordinary canal stocks are among the poorest of modern investments. It is possible, however, that the success of the most gigantic artificial water communication ever constructed may react favorably upon some of the boat canals by suggesting methods for their improvement, and that the triumph of M. Lesseps, at Suez, may not only insure the construction of an interoceanic canal between the Atlantic and the Pacific, but give a new impetus to the various important internal canal projects now under consideration in the United States and other countries.

The commercial advantages of the Suez Canal, although very great, may be overestimated. It will shorten the length of voyages, and thus save the interest on cargoes, the wear and tear of ships, the cost of freight, and the wages and time of crews, but when these savings are added up, the sum total is, after all, not strikingly impressive in these times of huge financial aggregates, for the reason that when a sailing vessel is fairly started on what is at best a long and tedious voyage, no very great expenditure is involved in its prolongation for a few weeks or even a few months. There is, however, an ample margin for profit if the Suez Canal permanently realizes the expectations of its projectors, and ship-owners can well afford to pay them a large percentage on the cost of their work, if they practically abrogate the tedious route around Cape Horn.

The American merchants of the Atlantic coast will share the advantages of the new improvement with the Europeans. They, too, will find their shortest sea route to Calcutta and Canton by the Suez Canal until a similar work is completed on the Isthmus of Darien. But, meanwhile, California and Oregon will remain the most convenient avenues of communication between the eastern coast of Asia and a civilized and friendly people. No triumph of modern engineering can neutralize the great natural advantage connected with the western frontier of our ocean-bound republic, and every year of progress will add immensely to the utilization of this superiority. In spite of all that France or England can do, San Francisco can still trade more advantageously with China and Japan than Marseilles or Liverpool, and, in a national point of view, it matters but little in what section of our wide domain the immediate profits of Asiatic commerce are realized.

The jealous hostility displayed by Great Britain to the early movements of M. Lesseps shows how much she dreads the proximity of another powerful rival in her gigantic schemes of Asiatic aggrandizement and aggression. The new canal will greatly diminish the former difficulties in the way of a prompt despatch of French fleets and French armies to the coast of Southern or Eastern Asia. Already the advancing lines of Russian absorption closely approach the English outposts, and the day may not be far distant when France, too, will seek to sway vast districts of territory and countless hordes of human beings on Asiatic soil. If Napoleon III, or his successors, choose to embark in such an undertaking, the aid furnished by M. Lesseps will prove invaluable. It will diminish the risk, dangers, and difficulties a hundred fold, and this single fact may work changes in the destiny of a large portion of mankind which will outweigh in importance the prospective commercial results of the new improvement.

THE REMOVAL OF THE NATIONAL CAPITAL.

For a number of years past the probabilities of the ultimate removal of the national capital from Washington to some point more near the geographical centre of the continent have been discussed without any very serious thought being bestowed upon the subject. During the past summer, however, St. Louis and other presumably eligible localities, for want of something more important to agitate themselves over, have managed to get up an excitement in a small way by discussing the expediency and propriety of such a removal. As a matter of course, the people of the Mississippi Valley are all of one mind as to the propriety of locating the capital somewhere between the Alleghenies and the Rocky Mountains, the Lakes and the Gulf of Mexico. The only trouble is, that each city and town, every settlement of half-a-dozen shanties, and every tract of land upon which it is hoped that a city may sometime be built, considers that it is the one locality that combines all the essentials of a first-class position for the desired purpose.

This subject has excited but little or no interest east of the Allegheny Mountains, except in the city of Washington, which has been thrown into a sort of agony of fear at the very idea of withdrawing from it the public patronage by which it lives. The ineligibility of Washington, on many accounts, as a site for the national capital is generally admitted; and if a choice was to be made at this day, it is very certain that it would not be the spot selected. The citizens of Washington know this perfectly well, and hence their tribulation. To the majority of the nation, however, the objections urged against Washington are not of so much importance as to warrant the expense and trouble of a removal, and the probabilities are that the dome of the Capitol will overlook the broad Potomac for many generations to come.

To make assurance doubly sure, however, the right of Congress to order a removal of the seat of government is to be tested. It is argued that the Government having accepted the District of Columbia from the States of Maryland and Virginia, under a provision of the Constitution, it cannot cede it back again to them without an amendment of the Constitution. But Congress has already ceded back to Virginia that portion of the District south of the Potomac, and the right to do so has never yet been questioned. Those opposed, however, to the removal of the capital are going to bring this up as a test case by disputing the right of Mr. Mackenzie, the lately elected member of Congress from Alexandria, to sit as a Representative from Virginia. We have no doubt that the unconstitutionality of the retrocession of the southern section of the District of Columbia will be proved if it is made a test question: and we are glad that it is likely to come up, as it will be an easy way of putting a quietus on the agitation that is going on about removing the seat of government to St. Louis or some other place in the far West.

TORPEDOES FOR COAST DEFENSE.

DURING the Rebellion torpedoes were largely used by the Rebels for river and harbor defense, and, as is well known, oftentimes with terrible effect. These engines of destruction were much denounced by those who took more of a humanitarian than a military view of their performances, but military and naval men were quick to see their importance for both offensive and defensive warfare, and before the close of the Rebellion they were introduced in our own operations, and their efficiency sufficiently demonstrated. The Rebel torpedoes were generally very crude affairs, although some of them displayed considerable ingenuity in the arrangements for exploding them, but owing to their imperfect construction and the want of skill in those operating them, it is probable that not one of five hundred ever produced any effect, and those that did explode often destroyed friend as well as enemy. In our service several ingenious machines were invented, and much attention was given by military and naval men to the consideration of this new element in warfare—for the torpedo will practically be a new element, as it has never been used to any great extent before the Rebellion, and it has never been brought to such a state of perfection as to make it an object for serious consideration either as an offensive or defensive weapon.

In the navy a regular torpedo corps has been organized under the orders of the Ordnance Bureau, and it has been placed under the command of Lieutenant-Commander Mathews, an intelligent officer, who has bestowed much study upon the subject of constructing and operating torpedoes. This corps is now operating in Newport harbor, and the Navy Department has taken measures to have all the officers of the navy duly instructed in torpedo practice. This is an important move in the right direction, and there is very little doubt that a high degree of efficiency will be reached in a short time, so that the approaches to our harbors can be made nearly impassable by any hostile force, and that too at a comparatively small expense. The Secretary of War, it is reported, has directed the organization of a similar corps in the army, so that both branches of the military service can co-operate.

Terrible as are torpedoes, they are no more cruel than other instruments of warfare, and they are just as legitimate for the purpose of crippling an enemy as any of the military engines now in use. If we must have war, we must have all the means we can command for carrying it on, only avoiding as far as possible unnecessary cruelty, and the use of torpedoes forms such an effectual means of defense that we are glad the navy and army have entered with spirit upon the task of bringing them up to the highest standard of efficiency.

THE NATIONAL BANKING SYSTEM.

AMONG the measures which will probably engage the attention of Congress at the approaching session, those connected with the financial and monetary interests of the nation will attract the deepest interest. While the public debt is being paid off with unexpected and unexampled rapidity, and while the resumption of specie payments at no distant period is confidently predicted, the pecuniary necessities of the people must be remembered, and it is especially desirable that proper provision be made for the increased demand for a circulating medium which has arisen from the progress and prosperity of the South and West. This is important, not only to the districts referred to, but as a precautionary measure for the relief of the established financial centres. While the business of the country has increased immensely since the beginning of the war, and enhanced prices have added to the demand for large amounts of money for the management of industrial affairs, the circulating medium is scarcely a whit larger now than it was ten years ago. Then, in addition to hundreds of millions of gold and silver which passed freely from hand to hand, there was a large bank note circulation, which was increased, by State action, in every locality which required increased banking facilities. In the present condition of affairs the use of gold and silver as money has entirely ceased; and the immediate benefits of the national banking system are confined almost exclusively to the Eastern and Middle States, leaving the South and West in an extremely destitute financial condition. The result is that their industrial operations are constantly impeded, and when their crops are to be moved, such an excessive drain is made upon Philadelphia, New York, and New England, that an unnatural and injurious dearth is produced in our own money markets. The national banking system has worked wonderfully well, but it cannot continue to supply all the wants of a progressive people unless arrangements are speedily made for a liberal extension of its benefits.

There is no good cause for alarm in prospective resumption, and no reason to fear that the burden of the national debt will become unduly oppressive, but it is imperatively necessary that the increase of financial facilities should keep pace with the increase of the varied and wonderfully extensive business transactions of the Republic. If the Government attends properly to its duties connected with this subject, the people will not only keep it supplied with funds, but insure their own prosperity and ward off dangerous panics.

CONSUMPTION OF COTTON IN EUROPE.

A EUROPEAN statistician has recently compiled the following table illustrative of the consumption of cotton in Europe during the last ten years:—

Years ending Sept. 30.	Average No. of lbs. per bale.	No. of bales from America.	No. of bales from all sources.
1869.....	355	1,432,000	4,503,000
1868.....	364	1,735,000	4,604,000
1867.....	371	1,548,000	4,147,000
1866.....	365	1,247,000	3,935,000
1865.....not given.		256,000	3,053,000
1864.....	do.	242,000	2,998,000
1863.....	do.	135,000	2,146,000
1862.....	do.	562,000	1,993,000
1861.....	do.	3,443,000	4,588,000
1860.....	426	3,407,000	4,272,000

It will be seen that the diminution of the American supply speedily caused a marked decline in European consumption, but the extraordinary efforts to increase the available product of other cotton-growing regions were so far successful that in 1869 the amount used was a few hundred thousand bales greater than in 1860, notwithstanding a diminution of two millions of bales in the contributions of our plantations. Meanwhile, however, the superiority of American soil for cotton culture has been demonstrated in the most impressive manner, and the fact is now better attested than ever before that those who successfully prosecute this important branch of American industry will ensure munificent rewards for their labor.

THE M. E. CHURCH.

The Lay Representation Question—Overwhelming Vote of the Ministry in Favor of the Reform.

The following Conferences of the Methodist Episcopal Church have voted on the "plan of Lay Delegation," with the results indicated by the figures annexed:—

	Total.	For.	Against.
Cincinnati	131	93	38
Colorado	10	10	..
Delaware	38	37	1
East Genesee	151	124	27
Oregon	46	33	13
Nevada	10	5	5
California	86	67	19
Des Moines	79	76	3
Detroit	158	133	25
Iowa	90	82	8
Central German	67	55	12
Northwest German	70	68	2
Indiana	93	60	33
Northwest Indiana	100	61	39
North Ohio	114	66	48
Central Ohio	93	54	39
Illinois	154	139	15
Southern Illinois	102	86	16
Central Illinois	131	104	27
Michigan	138	94	44
S. E. Indiana	80	76	4
Wisconsin	122	118	4
Upper Iowa	121	113	8
Erie	208	144	64
Ohio	126	74	52
Genesee	83	70	13
Tennessee	37	37	..
Rock River	140	114	26
Southwest German	65	63	2
West Wisconsin	83	69	14
Holston	52	52	0
Minnesota	94	87	7
Georgia	39	39	..
Alabama	14	14	..
Total	3125	2517	608

The above includes the returns from all the fall Conferences. Thirty-four have taken action on the question, leaving thirty-eight (out of a total of seventy two) yet to vote. The plan of Lay Delegation submitted by the General Conference provides that three-fourths of the votes in the several Conferences must be in the affirmative, preliminary to its adoption.

TREASURE TROVE.

Captain Kyd's Money Once More.

The antiquarians of Newburg, N. Y., and vicinity, are as much excited over a singular discovery in the village of New Windsor, two miles south of Newburg, on the Hudson, as the archæologists of Onondago county are over their big stone giant. The discovery at New Windsor is of a pot of Spanish silver dollars, 650 in number. It was made in this wise:—On Friday afternoon, as the laborers in Mr. F. Corwin's brick yard, situated in the village named, and close to the river's edge, were getting out clay from a bank in the rear of the yard, Mr. Silas Corwin, an old gentleman of eighty-three years of age, and father of the proprietor of the yard, thought to amuse himself by assisting the laborers, using a pickaxe in his work. As he was prodding away on the top of the bank with his pickaxe, he rolled out an earthen jar, made something after the manner of the water jars in common use in Mexico—round on the bottom, with a narrow neck and opening out at the top. The old gentleman picked up the jar, which was about a foot in length, and found that it was very heavy. On examining it he found no less than 650 large silver coins, all but a few of which were Spanish silver dollars, bearing dates ranging from 1720 to 1775. Most of the coin seems never to have been in circulation, as they have a bright, fresh, unworn appearance. The mouth of the jar was covered with a flat stone when found.

Opinions, of course, vary as to the manner of the secreting of this treasure trove. Some suppose that this is a part of Captain Kyd's cash, which has been reported stowed away at so many different points along the Hudson, and for which so many unsuccessful searches have been made. Others think, and their theory is more reasonable, that the treasure was secreted by some soldier or officer of the Revolutionary army, which was encamped in the very neighborhood for the last year and a half of the war. In fact, the Continental army storehouses were located a few paces from where this pot of treasure has been found. In the immediate neighborhood also was the old Ellison House, used by General Washington as his headquarters alternately with the Hasbrouck Mansion, at Newburg, while the army lay encamped here.

SPECIAL NOTICES.

☞ ORIGINAL AND BEAUTIFUL
STYLES
OF
BOYS' SUITS,
OF GRACEFUL OUTLINE
AND
TASTEFULLY TRIMMED.
FANCY SUITS FOR THE SMALLER BOYS,
AND
DRESS, SCHOOL, AND HOME CLOTHES FOR YOUTHS OF ALL AGES.

This Department of our business is an object of careful attention, and is fully up to the advanced standard of the Departments for Gents. The clothing we offer is the finest that can be had.

We invite all mothers and others having charge of children to look through this part of the
CHESNUT STREET
CLOTHING ESTABLISHMENT,
JOHN WANAMAKER.

NOTE.—Be it remembered that our Clothing in the
READY-MADE DEPARTMENT
Is superior to any made-up garments to be had elsewhere, and is in every respect equal to the BEST CUSTOM WORK. 10 26§

☞ CARD OF THANKS TO DR. SAMUEL T. E. BECK, No. 40 BOND Street, NEW YORK.

My Dear Sir:—Accept my sincere thanks for your kind and skilful treatment. I am now as well and strong as I ever was; in fact, have more vigor and endurance than I could have thought possible to attain for one so debilitated. My present health I owe to your care, and will always remember you with gratitude.
Very thankfully yours,
EDWARD GORTON,
11 15 5t* Philadelphia.

☞ COLD WEATHER DOES NOT CHAP or roughen the skin after using WRIGHT'S ALCONATED GLYCERINE TABLET OF SOLIDIFIED GLYCERINE. Its daily use makes the skin delicately soft and beautiful. Sold by all druggists.
R. & G. A. WRIGHT,
2 4§ No. 624 CHESNUT Street.

☞ PONEYVILLE LECTURES.—WILLIAM L. DENNIS, Esq., will deliver the Third of the Course on WEDNESDAY EVENING, Nov. 17. Subject:—"Social Fossils." TUESDAY, Nov. 23—Fourth and Last Lecture—Subject—"Mrs. Wiggins and Her Party," at the ASSEMBLY BUILDING. Season tickets (two Lectures), secured seats, $1 00.
Single lecture, secured seats, 75 cents.
Admission, 50 cents. Lecture at 8 o'clock.
Secured seats and Tickets at Trumpler's. 11 13 4t§

☞ ACADEMY OF MUSIC
THE STAR COURSE OF LECTURES.
Hon. S. S. COX, November 29.
Hon. CHARLES SUMNER, December 1.
Rev. ROBERT COLLYER, December 3.
MARK TWAIN, December 7.
DeCORDOVA, December 9.
WENDELL PHILLIPS, December 16.
Tickets at GOULD'S, No. 923 CHESNUT Street. 11 1 tf

☞ STEREOPTICON AND MAGIC LANTERN EXHIBITIONS given to Sunday Schools, Schools, Colleges, and for private entertainments. W. MITCHELL McALLISTER, No. 728 CHESNUT Street, second story. 11 3 2mrp

☞ OFFICE PENNSYLVANIA RAILROAD COMPANY, TREASURER'S DEPARTMENT.
PHILADELPHIA, Penna., Nov. 2, 1869.
NOTICE TO STOCKHOLDERS.
The Board of Directors have this day declared a semi-annual dividend of FIVE PER CENT. on the Capital Stock of the Company, clear of National and State taxes, payable in cash on and after November 20, 1869.
Blank Powers of Attorney for collecting dividends can be had at the office of the Company, No. 238 South THIRD Street.
The office will be opened at 8 A. M., and closed at 3 P. M., from November 3 to December 4, for the payment of Dividends, and after that date from 9 A. M. to 3 P. M., as usual.
11 2 tl 1 THOS. T. FIRTH, Treasurer.

☞ FARMERS' AND MECHANICS' NATIONAL BANK.
PHILADELPHIA Nov. 2, 1869.
The Board of Directors have this day declared a Dividend of FIVE PER CENT., payable on demand, clear of tax. W. RUSHTON, JR.,
11 3 10t Cashier.

☞ NOTICE TO STOCKHOLDERS.—A Dividend of TWENTY-FIVE CENTS per share will be paid by the HESTONVILLE, MANTUA, AND FAIRMOUNT PASSENGER RAILWAY COMPANY, free of State tax, on and after December 1 next, at the Office of the Company, No. 112 South FRONT Street.
Transfer Books will be closed November 20 and reopen December 6. CHARLES P. HASTINGS,
11 10 tf Treasurer.

☞ JAMES M. SCOVEL,
LAWYER,
CAMDEN, N. J.
Collecting done in all parts of the State and returns promptly made. 11 4 2w

☞ DR. F. R. THOMAS, THE LATE OPERator of the Colton Dental Association, is now the *only one* in Philadelphia who devotes his entire time and practice to extracting teeth, absolutely without pain, by fresh nitrous oxide gas. Office, 911 WALNUT St. 1 26§

☞ COLTON DENTAL ASSOCIATION originated the anæsthetic use of NITROUS OXIDE, OR LAUGHING GAS, And devote their whole time and practice to extracting teeth without pain.
Office, EIGHTH and WALNUT Streets. 11 3§

☞ QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL.
CAPITAL, $5,000,000.
SABINE, ALLEN & DULLES, Agents,
2§ FIFTH and WALNUT Streets.

☞ BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world; the only true and perfect Dye; harmless, reliable, instantaneous; no disappointment; no ridiculous tints; remedies the ill effects of bad dyes; invigorates and leaves the Hair soft and beautiful, *black or brown*. Sold by all Druggists and Perfumers; and properly applied at Batchelor's Wig Factory, No. 16 BOND Street, New York. 4 27mwf§

GROCERIES, ETC.

1809.

COUSTY'S EAST END GROCERY.

WHITE ALMERIA GRAPES, 45 cents per lb.
FINE DEHESA RAISINS.
FINEST PRINCESS PAPER SHELL ALMONDS.
FINE LAYER FIGS.
CHOICE MEDICINAL WINES AND BRANDIES.

OUR TABLE SHERRY,
$2 50 per gallon by cask, or $2 75 by five-gallon demijohn.

COUSTY'S EAST END GROCERY,
No. 118 SOUTH SECOND STREET,
11 15 mwf17§ BELOW CHESNUT.

COPARTNERSHIPS.

THE UNDERSIGNED HAVE THIS DAY entered into a Copartnership, under the name of LEVERING & NORRIS, for the purpose of engaging in the Flour and Grain Commission business, at Nos. 2023, 2031, 2033, and 2035 MARKET Street, Philadelphia.
EDMUND LEVERING,
RICHARD NORRIS.
Philadelphia, November 1, 1869. 11 8 m4t*

$16,000 TO INVEST IN A FIRST-CLASS City Mortgage for five years.
11 13 3t* E. R. JONES, No. 707 WALNUT Street.

CLOTHING.

THE COACHMAN---HIS COAT.

Whene'er I take my rides abroad,
How many folks I see
A riding in their carriages,
As snug as snug can be.
And snugger even than the folks
Who snugly sit inside,
The Coachman sits upon the box,
And drives them on their ride.

O happy man upon the box!
Of you I'm taking note,
So comfortably wrapped within
Your splendid overcoat.
Where did you get it, coachman, say?
With ample fold of cape;
With gorgeous buttons all adorned,
Of such exquisite shape?

The coachman says, "I got that coat
At the GREAT BROWN-STONE HALL,
Where splendid overcoats are kept,
For coachmen, short and tall.
Where richest, finest winter clothes
At lowest price are sold,
To cover all our citizens,
And keep them from the cold!"

Drive on, fellow citizens!
This is the place
To purchase for the winter
Substantial,
Elegant,
Beautifully fitting
Garments for
Masculine wear.

LOWER THAN ELSEWHERE IN TOWN.

The Great Brown Hall
OF
ROCKHILL & WILSON,
NOS. 603 AND 605 CHESNUT STREET,
PHILADELPHIA.

F. A. HOYT & BRO.,
ASSEMBLY BUILDING,
TENTH and CHESNUT Streets,
HAVE NOW READY A LARGE STOCK OF
FINE CLOTHING
FOR
BOYS AND CHILDREN.
Also, a large assortment of [1 20 wfmGwrp
Piece Goods for Gents' Wear.

WESTON & BROTHER,
TAILORS,
No. 900 ARCH ST., PHILADELPHIA,
Invite special attention to their HANDSOME STOCK OF
FALL AND WINTER GOODS,
JUST RECEIVED.
A SUPERIOR GARMENT AT A REASONABLE PRICE.
SATISFACTION GUARANTEED. 9 18 3mrp

ART SALE.

GREAT SALE
OF
MARBLE STATUARY,
BRONZES, CLOCKS,
VASES, PEDESTALS, ETC.

THOMAS BIRCH & SON, Auctioneers, No. 1110 CHESNUT Street, will sell at Public Sale on TUESDAY and WEDNESDAY next, by order of Messrs. G. B. PANDOLFINI & CO., Importers, Fine Carrara Marble Statuary, French Bronze and Mantel Clocks, Bronze Figures and Groups, together with the largest assortment of Vases, Statuettes, Tazzas, and Pedestals ever offered in this city.

The sale will commence on Tuesday morning at 10 o'clock, and be continued in the evening at 7½ o'clock.

The goods will be open for exhibition on Monday, day and evening. 11 13

ART GALLERIES.

C. F. HASELTINE'S
Galleries of the Arts,
No. 1125 CHESNUT STREET.
LOOKING GLASSES,
Frames made to order, repaired and regilt.
ARTISTS' MATERIALS.
New and Old Engravings. Chromos of all kinds, Autotypes, Plain and Colored Photographs, etc. An immense stock on hand.
Paintings restored, relined, cleaned, and varnished.
Everything pertaining to Art or Art Matters kept or attended to
The Galleries of Oil Paintings, with a splendid collection, open free. 11 10§rp

FINANCIAL.

DREXEL & CO.
NO. 34 SOUTH THIRD STREET,
American and Foreign
BANKERS,
ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.
Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.
DREXEL, WINTHROP & Co., New York. | DREXEL, HARJES & Co., Paris. [3 10 6

SEWING MACHINES.

WHEELER & WILSON'S
SEWING MACHINES
Are the Best, and are Sold on the Easiest Terms.
PETERSON & CARPENTER,
GENERAL AGENTS,
No. 914 CHESNUT Street,
8 6 fmw§ PHILADELPHIA.

THE AMERICAN
COMBINATION BUTTON-HOLE
AND
SEWING MACHINE
Is now universally admitted to be superior to others as a Family Machine. THE SIMPLICITY BASE, AND CERTAINTY with which it operates as well as the uniform excellence of its work, throughout the entire range of sewing, in
Stitching, Hemming, Felling, Tucking, Cording, Braiding, Quilting, Gathering, and Sewing on, Overseaming, Embroidering on the Edge, and its Beautiful Button-Hole and Eyelet Hole Work,
PLACE IT UNQUESTIONABLY FAR IN ADVANCE OF ANY OTHER SIMILAR INVENTION.
OFFICE,
S. W Cor. ELEVENTH and CHESNUT
9 17 fmw3mrp PHILADELPHIA.

CLOTHS, CASSIMERES, ETC.

GRAND DEMONSTRATION
BY
WM. T. SNODGRASS & CO.
No. 34 SOUTH SECOND STREET.
ASTRACHANS.
ASTRACHANS.
VELVET CLOTHS.
VELVET CLOTHS.
BEAVERS.
BEAVERS.
CHINCHILLAS.
CHINCHILLAS.
VELVETEENS.
VELVETEENS. [11 9 1mrp
FUR BACK BEAVERS.
FUR BACK BEAVERS.
JAMES & LEE,
No. 11 NORTH SECOND STREET,
SIGN OF THE GOLDEN LAMB,
Are now receiving a large assortment of all the New Styles of
FANCY CASSIMERES
And Standard Makes of Doeskins and Beaver Cloths,
AT WHOLESALE AND RETAIL. [3 23m

FIRE AND BURGLAR PROOF SAFE

MARVIN'S
Patent Alum and Dry Plaster
FIRE-PROOF SAFES
ARE THE MOST DESIRABLE FOR QUALITY, FINISH, AND PRICE.
MARVIN'S
CHROME IRON
SPHERICAL BURGLAR SAFES
Cannot be Sledged!
Cannot be Wedged!
Cannot be Drilled
Please send for a catalogue to
MARVIN & CO.,
NO. 721 CHESNUT STREET,
(MASONIC HALL), PHILADELPHIA,
No. 265 BROADWAY, NEW YORK,
No. 108 BANK STREET, CLEVELAND, OHIO.
SECOND-HAND SAFES OF ALL MAKES FOR SALE LOW. [6 12 mw4p
SAFES AND MACHINERY MOVED.
J. WATSON & SON,
Of the late firm of EVANS & WATSON,
FIRE AND BURGLAR-PROOF
SAFE STORE,
NO. 53 SOUTH FOURTH STREET,
8 31§ A few doors above Chesnut st., Philada.

WATCHES, JEWELRY, ETC.

C. & A. PEQUIGNOT,
MANUFACTURERS OF
WATCH CASES,
AND DEALERS IN AMERICAN AND FOREIGN
WATCHES,
No. 13 South SIXTH Street,
2 1 mwsrp
MANUFACTORY, No. 29 S. FIFTH Street.

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, Nov. 15, 1869.

What Becomes of all the "Vets."

Several times in the course of the year occasions occur when the veteran relics of various wars assemble together for the sake of pouring good old recollections *out* and good old Bourbon *in*. Song, oratory, and recitations cause the hours to disappear with wonderful celerity, and an innumerable quantity of crutches are shouldered for the purpose of showing how fields were won. Any quantity of these "Vets" are discovered in New York; but it has not been hitherto known that a society of them exists at Blackwell's Island. Nevertheless, in the Poorhouse of that Elysium no less than one hundred and fifty persons are living, who were regularly enlisted during the late war, and many of whom have undergone amputation of the arm or leg. This is not a pleasant fact. If the reward of virtue is poverty and the recompense of patriotism is the Poorhouse, the proverbial ingratitude of nations is abundantly proved. A colony of cripples, who became so by serving their country, and whose claims that country recognizes by leaving them to starve in the Poorhouse, is hardly an improving sight.

The Panel Game.

In houses of ill-fame this interesting trick will continue to be played so long as its victims retain enough respect for their own reputations to avoid the exposure that would necessarily ensue upon a public prosecution. A night or two ago the hubbub created on Wooster street by a stylishly-dressed man, who had been visiting one of the houses there, and whose watch and money had vanished through the panel which the headboard of the bed concealed, led to the hope that at last the keeper of the house would be brought to justice. The police soon rummaged through it from garret to basement, but discovered the chief objects of interest in the parlor, in the persons of eighteen or twenty people, most of whom were well dressed, and some of them expensively. This extremely decorous party, who had preserved as much order among themselves as though they had been attending a private prayer-meeting, were marshalled into the hall two by two, like a gang of noble captives at some siege of Constantinople. Boys of sixteen were looped to demoralized nymphs old enough to be their mothers, and satyrs of sixty were hook-and-eyed with impubescent sirens, and thus they were marched off to the station-house, where they were kept all night. The pleas which many of them put in were not without interest, evidencing as they did the perplexing variety of purposes for which one and the same house can be visited by parties of different sex and age. One lady had gone there to see after some washing; a second because she understood that hair-dye was sold there; a third to have a dress tried on.; a fourth to get a situation as sempstress. In fact, some called it by one name and some by another, but I have no doubt all went there with the same intention, whatever that intention may have been. In the morning the complainant neglecting to put in an appearance, everybody was discharged, and the panel-house remains as flourishing as ever.

Since I am on this topic, let me say one word about

Green Street,

down which Pere Hyacinthe drove not long ago, and with the decorum of whose inhabitants he expressed himself pleased. It is a mean-looking thoroughfare, down which no lover of virtue familiar with its character would delight to drive. But, unfortunately, Gotham is not the Utopia of virtuous characters, and to the vicious mind the glimpses that await the prying eye behind half-closed shutters and the slats of Venetian blinds are quite well worth being sought after. In those numerous houses all ages of the feminine sex are washed over with the same wave of cyprianism; and young girls upon whose cheeks ought yet to rest the dew-bloom of innocent childhood are valetudinarians in shame, and compress the whole vile scope and aim of their calling into a wink of the eye or a finger-beckoning. They have indeed been sharply kissed by the falcon's beak, and the falcon that kissed them is voluptuousness.

It seems this letter is to be mostly about wickedness. At any rate, the transition from panel-houses and Green street to

Infanticide

is an easy and natural one, and perfectly justified by the facts that lie before us. Mrs. Wright is the name of a dressmaker who formerly used to live at No. 162 East Twenty-eighth street. Mantua-making was her only visible means of support, and it added to her visibility in no ordinary degree, for Mrs. Wright was a plump and comfortable-looking dame to look at—so prepossessingly matronly in aspect that any one would have believed her had she asserted her claims to respectability in the language of the immortal Mrs. Crupp, and exclaimed, "Mr. Copperfull, I'm a mother myself." At any rate, last May Mrs. Wright disappeared, and the house was rented in apartments to a number of families. The warm weather advancing, the great furnace on the basement floor was not brought into requisition, and until the other day, when a large fire was needed for the first time, the singularity of its shape had given rise to no remark beyond that of general criticism and wonder at the whimsicality that had given birth to it. In shape it is a large range, with a funnel-fashioned flue adjusted to it, and it stands out in the middle of the room, while the ordinary aperture in the chimney is covered over with a sheet of iron. Upon examination, the design with which the furnace was constructed seemed to be to ensure intense heat. Upon endeavoring to light a fire, however, it was discovered that the flue had become defective, and a tinsmith was brought in to make matters right. Now prepare for the *denouement*. The tinsmith, in proceeding to work, discovered a number of chaotic black objects in the chimney, and, upon nearer examination, found to his horror that they were the skulls and bones of burnt infants. The remains of three bodies were found—quite sufficient, in connection with the peculiar construction of the furnace, to tell a tale whose horror is on a level with that of antique crimes in God-smitten cities. Of course this discovery has set a-fluttering the dark and murmurous wings of a whole flock of traditions that have long been brooding about the unhallowed spot—stories of women, some poorly and some richly dressed, coming and going in haste, for other purposes than to have dresses tried on; of young babies' shrill cries instantly smothered; of deaths where there were no funerals; and murders of which these little bones are the only trace.

As an offset to this, let me remark that the

Home for Foundlings

is receiving fresh accessions every four hours, and that little ones who would else have been dead or worse than dead by this time are experiencing the bliss of being brought up by hand. The blessedness of the motto "No questions asked" was surely never better appreciated than it is by those poor mothers whose babies have no father, and who leave them amid the silence of repressed sobs under the nurture of good Sister Irene, whose bosom is as capacious as Abraham's, and much less stony-hearted. Once a week the parlors of the Home are filled with ladies whose names never head showy subscription lists, but who do a great deal of good quietly, and who meet thus regularly for the sake of making garments for the foundlings.

A Matrimonial Agency.

We have nothing in this city which precisely corresponds to the French matrimonial agent, but we have a clumsy burlesque of that artist, about as much like the original as the figures in a magic lantern resemble humanity. One of these matrimonial journeymen is Mr. Balsky by name, and his business is, or was, to delude silly countrymen into the belief that he keeps on hand any number of fresh and virtuous beauties willing to become wives upon application. Apparently business has not lately been good, and Mr. Balsky had all but gone up in consequence of the price of wives having gone down. He therefore advertised a grand ball that was to have taken place one evening towards the close of last week. In return for a trifling investment, every male attendant of this ball was to be provided with a young and beautiful wife at the conclusion of it, together with fifty dollars to purchase a wedding outfit. Only one thing was wanting in this arrangement, and that was a specification of the locality where the ball was to take place. Parties, however, were advised to apply to No. 2 Amity street. Advice fatal to the peace of all quietly-disposed tradesfolk doing business in that neighborhood! On Friday morning you might have counted by the score the beef-complexioned countrymen inquiring for No. 2 Amity street, and presently making inquiry of the not too lovely-looking woman posted there to give information. Of course, Mr. Balsky had gone, and that was the substance of what his feminine sharp-cornered representative had to say. The law forbids the establishment of individual post offices, and the ingenious Mr. Balsky had managed to evade the law by establishing a "letter" office, and not a "post" office, at No. 2 Amity street. But if I write much more about naughtinesses, THE EVENING TELEGRAPH, so far as it pretends to be a daily newspaper for family reading, might run the risk of being classed, in some quarters, with the *Sunday World*; to avoid which risk I herewith bring my letter to an abrupt close.

ALI BABA.

MUSICAL AND DRAMATIC.

The City Amusements.

AT THE ACADEMY OF MUSIC this evening Mr. H. Grau will commence his season of German opera with Weber's romantic work of *Der Freyschutz*, which will be produced with new and handsome costumes, scenery, and appointments. The cast will be as follows:—"Agathe," Madame Friederici; "Annchen," Madame Rotter; "Max," Mr. Habelmann; "Caspar," Mr. Weinlich; "Ottocar," Mr. Formes; "Kilian," Mr. Weigand; "Cuno," Mr. Behringer; "Hermit," Mr. Steinecke, and the other parts by Mesdames Schroder, Schneider, Lucca, and Mr. Hancel. The famous incantation scene of the third act will be given with all the properties and effects that recently excited so much attention in New York. *Martha* is announced for to-morrow night, *The Magic Flute* for Wednesday, *Fidelio* for Thursday, *La Juive* for Friday, and *Faust* for Saturday. At the matinee on Saturday *Fra Diavolo* will be given.

Mr. Grau's company is a strong one, composed of artists of well-known ability, and there is every assurance that the fine works announced for performance will be worthily rendered.

The prices of admission are very low considering the attractions, and the season ought to be a brilliant success.

AT THE CHESNUT *Bogus* is announced for three nights more, and then we hope we will never be called upon to witness it in any shape again. According to *The Press* of this morning, Miss Keene brought out this piece because she thought it a good one, which only shows how managers, critics and the dear public will differ sometimes in matters of taste.

On Thursday next there will be a Thanksgiving matinee, when Robertson's comedy of *School* will be performed, and on Thursday evening a drama entitled *The Workmen of New York; or, the Curse of Strong Drink* will be given.

AT THE WALNUT Mr. Edwin Forrest will commence an engagement of ten nights this evening, by appearing as "King Lear" This is not only Mr. Forrest's greatest performance, but he is the only representative of the character on the American stage. No other actor dare attempt it, and Forrest's "Lear" stands alone as a grand and impressive personation of one of Shakespeare's most wonderful creations.

On Tuesday Mr. Forrest will appear as "Virginius;" on Wednesday as "Othello;" on Thursday as "Macbeth;" and on Friday as "Richelieu."

On Thursday there will be a Thanksgiving matinee, when *Uncle Tom's Cabin* will be presented.

AT THE ARCH *Lost at Sea* will be performed this evening.

AT DUPREZ & BENEDICT'S OPERA HOUSE, Seventh street, below Arch, a new programme will be presented this evening, which will include the burlesque of *Boston Peace Jubilee*, the *Great Quartette Essence*, the *Intelligence Office*, and other interesting features.

AT THE ELEVENTH STREET OPERA HOUSE the sensation interlude entitled *Shoo, Fly, Don't Bodder Me*, and the new burlesque of *Bogus; or, The Mistakes of a Night*, with a great variety of other attractions, will be offered this evening.

MR. CARL WOLFSOHN announces that the first of his series of classical matinees at the Foyer of the Academy of Music will be given on Friday afternoon next. This matinee will be devoted to the interpretation of Beethoven's works according to the plan arranged by Mr. Wolfsohn for interpreting one of the great composers at each of his entertainments.

SIGNOR BLITZ, the public's great favorite, commences his pleasant entertainments this evening at the Assembly Building, assisted by his son, who is an admirable ventriloquist. The Signor has a large variety of novelties; independent of this, his pleasant face insures every one true enjoyment.

CITY ITEMS.

NEW STYLES FALL CLOTHING—MEN'S, YOUTHS', AND BOYS'.—*In store a choice assortment of entirely New Styles of Goods in ready-made Garments, superior in style, fit, and workmanship to any other ready-made stock in Philadelphia. Also to the piece, to be made to order in the best and finest manner.*

HALF WAY BETWEEN *Fifth and Sixth streets.* BENNETT & CO., TOWER HALL, 518 MARKET STREET, PHILADELPHIA, AND 630 BROADWAY, NEW YORK.

WE LIVE IN THREE CLIMATES.—In this country we have, at different seasons of the year, the temperature of three climates. Our springs and autumns have a softness and mildness that belong only to the temperate zones; our midsummers are torrid, and our midwinters almost arctic in their frigidity. These changes, involving a variation of from ninety to one hundred degrees of Fahrenheit during the year, are, upon the whole, conducive to health and long life, but they tend to entail upon us some distressing complaints which can only be escaped by the exercise of due care and the use of a proper antidote when the system is predisposed to contract them. The chief and most annoying of these disorders is dyspepsia, once supposed to be incurable, but which, since the introduction of HOSTETTER'S STOMACH BITTERS, now about twenty years ago, has proved to be a perfectly manageable disease.

In the spring and fall, but more especially in the fall, the symptoms of dyspepsia are generally aggravated. The profuse expenditure of the animal fluids under the burning sun of summer is apt to leave the stomach weak and indolent, and incompetent to the task of perfect digestion. It requires a tonic which will rouse it from its lethargy, and brace and invigorate without irritating or inflaming it. This tonic has been provided in the wonderful vegetable preparation which has replaced, in a great measure, all the old palliatives formerly prescribed by physicians, under the false idea that the disorder could not be radically cured. The success of HOSTETTER'S BITTERS in all the varieties of dyspepsia, acute or chronic, has effectually exploded this fallacy, and it is now recommended as a specific for indigestion by some of the most eminent members of the medical profession.

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BROWN, BLUE, AND DRAB
KERSEY
OVERCOATINGS.
NOBBY
GREEN, BROWN, AND GREY MIXED
FUR BEAVER
OVERCOATINGS.
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CZARINE, EDDERDON, CASTOR, AND PICQUE
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FANCY VELVET AND SILK VESTINGS.
ALL THE NOVELTIES OF THE SEASON IN THE
CLOTHING LINE
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CHARLES STOKES, No. 824 CHESNUT STREET.

WHAT IS MORE COMMON OR DISTRESSING THAN A BILIOUS ATTACK?—Who is not familiar with the well-known symptoms? Oppression across the Stomach and Chest, Low Spirits, Restlessness, Gloominess of Mind, Weakness, Dull Headache, Dirty, Greasy Appearance of the Skin, Yellow Tinge of the White of the Eyes, Loss of Appetite, and Costiveness? Few, indeed, of the more ordinary ills of life are more widely prevalent than these Bilious Disorders, and yet they may readily be got rid of by using Dr. D. JAYNE'S SANATIVE PILLS, by whose operation the Liver will be rapidly restored to healthy action, the vitiated secretions of the stomach changed, all costiveness removed, and the whole system assisted in recovering its normal condition. Sold by all Druggists.

GLU-ENE! GLU-ENE!! GLU-ENE!!—It will mend Furniture, Crockery, in fact anything about your house.
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Sole Agent for Pennsylvania; Depot at No. 14 N. Sixth street, corner of Commerce, Philadelphia, Pa.
For sale by druggists, stationers, and the trade generally.

CALLENDER'S STAMP AGENCY, for the sale of United States Revenue Stamps, N. W. corner Third and Walnut streets, Philadelphia. The following rates of commission are allowed:—
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Address orders to Callender's Stamp Agency, N. W. corner Third and Walnut streets, Philadelphia.

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SALE OF ELEGANT GOODS.—Messrs. Birch & Son, at their auction store, No. 1110 Chesnut street, have on exhibition a display of elegant marble statuary, fine bronzes, French mantel clocks, vases, etc., to be sold to-morrow. They can be seen until 10 o'clock this evening.

GET THE BEST.—The Parham Now Family LOCK-STITCH SEWING MACHINE. (Easy Terms.) Salesroom, No. 704 CHESNUT Street.

EARTH CLOSET COMPANY'S patent dry earth commodes and privy-fixtures, at A. H. Franciscus & Co.'s, No. 513 Market street.

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To accommodate the rapidly increasing business, we have been compelled to extend our first floor by adding another Store on Sixth street, which will be wholly devoted to "Boys' Wear." *IMPORTANT ANNOUNCEMENT.*

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COMPARE OUR CLASS OF GOODS.
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THE LARGEST CLOTHING HOUSE,
OAK HALL,
S. E. CORNER SIXTH AND MARKET STREETS.

MARRIED.

HATZFELD—STEINER.—On Thursday evening, November 11, by Rev. E. W. Hutter, EDWARD G. HATZFELD, of New York city, to MARIA N. STEINER, only daughter of the late John C. Steiner, Esq., of this city.

QUAIL—ZEITLER.—On the 11th instant, at the residence of the bride's parents, by Rev. Dr. W. J. Mann, Mr. JOHN QUAIL to Miss A. AMELIA ZEITLER, both of this city.

DIED.

CLARK.—On the 12th instant, JONATHAN CLARK, M. D., aged 69 years.

The relatives and friends of the family are respectfully invited to attend his funeral, from his late residence, Lancaster road, Lower Merion, on Wednesday morning at 10 o'clock. To proceed to Laurel Hill.

MAC DONALD.—On the morning of the 14th instant, ALEXANDER MAC DONALD, Jr., in the 19th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his father, No. 1035 Market street, on Wednesday afternoon, the 17th instant, at 1½ o'clock.

MURPHY.—On the 14th instant, after a short illness, MAUD BEATRICE, infant daughter of Robert T. and Kate Murphy, aged 10 months and 8 days.

The relatives and friends are respectfully invited to attend the funeral, from the residence of her father, No. 125 Centre street, Manayunk, on Wednesday afternoon next at 1 o'clock. Interment at Leverington Cemetery.

ROGER.—On the 13th instant, STEPHEN U., son of William R. and Amelia Roger, aged 21 years and 27 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his parents, No. 1332 Coates street, on Wednesday, the 17th instant, at 1 o'clock. Interment at Germantown.

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One-Price Clothing House,
No. 604 MARKET Street.
Our Garments are well made.
Our Cutters are men of talent.
BUT ONE PRICE IS ASKED.
Satisfaction Guaranteed Every Purchaser.
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Razors, Knives, Scissors, and Table Cutlery Ground and Polished at P. MADEIRA'S, No. 115 S. TENTH Street, below Chesnut. 2 25p5

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Of easy access from every part of the city by the cars, and exchange tickets or passes, and we deliver all goods punctually, and free of charge.
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GEORGE FRYER,
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Will open Monday, Oct. 4, his Fall Importation of
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Imported direct from Calcutta and for sale by
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Are warranted equal to any made.
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ATMORE'S MINCE MEAT!
A Good MINCE PIE for Thanksgiving. 11 13 4t

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A LADY, WHO WRITES A LEGIBLE HAND, desires copying.
Address
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WHITE AND OPERA KID GLOVES.
FRESH STOCK
Just from the factory in Paris.
ELEGANT SHADES OF OPERA.
ALSO, RECEIVED THIS WEEK,
AN INVOICE OF
2-Buttoned Kid Gloves at $1·75.
Our "Bartley" Kid Gloves, $1·25—best imported.
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An immense assortment at lowest prices.

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VELVETEENS, FRENCH MERINOES,
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DEATH AMONG THE VETERANS.

From the N. Y. Times.

Death seems to be busy with the veterans in this changeful autumn weather. Last Tuesday the old Admiral was put to his rest in the city of his birth. While the muffled drums were beating the "long-rolling salute, as they were went to do," our reporter tells us, "whenever the gallant old seaman stepped upon his quarter deck," the oldest soldier of our wars was dying at his home in Troy. The soldier of more than a half century's campaigns has gone to join the sailor whose career began under the shadow of the Revolution. Together they warred upon England; together they served their flag with unblemished honor and devotion for more than the space of ordinary lives, and the memories that cluster around them as they go to another world embody much that we have of glory in our military and naval history.

And over the sea comes the tidings that an American had passed away so honored by the English nation that his statue has been erected in the heart of its capital, and the English Queen has directed his remains to rest in the royal sepulchre of Westminster Abbey. Our countryman was a mere merchant, but so beautiful and earnest was his life, so full of kindness and brotherly sympathy, so generous and all-embracing in charity, that kingly honors fall upon him justly, and men say this simple citizen lived so princely a life that his dust is worthy to rest in the tomb of kings. How weak and fragile these gossamer barriers that separate English and American kinship as we stand over the grave of George Peabody! "It was his wish," said Mr. Gladstone, "to die in England and be buried in America." In the presence of this noble sentiment, how foolish and criminal all political bitterness, boundary lines and Alabama claims, and menaces of war between two branches of our race! How much more heartiness and philanthropy and patriotism in the dying man's entreaty!

There are rumors of death from royal chambers. The French Emperor, we are told in hint and suggestion, is dying from a cruel disease, and the priests still hover over the excommunicated King Victor with the sacred oil and the emblem of the Redeemer's broken body. Those whimsical theologians, whose prophecies are as exact as geometry, who are constantly seeing the opening of the Seventh Seal and the coming of the millennial time, would find in this conjunction strange fulfillments. "The King of Italy dying, the Emperor doomed, and all the gorgeous priests and deacons of Catholicism assembled to proclaim the infallibility of the Pope;—what a manifestation—what a realization of the downfall of antichrist and the final overthrew of the scarlet women and the wicked power of Babylon." He would be a wise prophet who could see the end of this—for the time has passed when the deaths of monarchs are merely dynastic transitions. Impatient France and disappointed Italy wait at these royal chambers—one mourning for liberty murdered in a night, the other for a liberty which has been degraded into license, chaos, disorder, national humiliation. Whether these rulers live or die at this time, the age has swept beyond them, and the spirit of freedom walks abroad. We shall have an Italy without a camp of bandits in her capital, covered by the protecting robes of the Church. We shall have a France whose chief city is not merely the barricade of a usurpation and a tyranny.

Amos Kendall died on Friday at his country house in the District of Columbia. Occasionally we have seen Amos Kendall in these latter days, but with much wonderment on the part of our young men. His last public appearance was when he tottered up the aisle at the great Chicago-McClellan Convention, amid the cheers of Vallandigham and his Rebel allies. Men who knew Amos Kendall—what he had done, and the part he played in the days when Jackson crushed nullification—felt as though in such an assembly he must have recalled the words of Lear:—

"You do me wrong
To take me out of the grave."

Yet there was a time when this man's influence was like the silent, subtle electricity, which exercises unimaginable dominion over the world of nature. He was the power behind the throne of the irascible, warm-minded, patriotic Jackson—a secret, hidden power, which disdained honor, office, and ostentation, and was great and feared because of its mystery. He passed from public life with his chief, like most of those who served him. It is a singular commentary upon those who deny great ability to Jackson, and who are wont to regard the triumphs of his administration as the achievements of abler men, that when he left the scene the "great men" who "made him" faded into obscurity or helplessness. Blair, Van Buren, Taney, Livingston, Benton—all were nothing but his secretaries and rhetoricians and orators—the expression of a power made uncouth and sometimes tyrannical, but still a power that had Titanic godlike fire, and without which his instruments were dead fragments of political machinery. With him they were great, without him they were weak. Since Jackson passed away Kendall has been living in comfort and retirement, given to telegraph and ecclesiastical enterprises. He leaves behind him a tradition. His death recalls the stormy days of Whig and Democrat, bank and anti-bank, nullification and tariffs, and brings again to the sight of men the strange, gaunt, commanding figure of the lusty Tennessean who ruled his country like a king, and whose influence is still felt in our political history.

Of the same school—rather younger in experiences and greater than Mr. Kendall by reason of a genius of his own, and capable of direct personal expression—was Robert J. Walker, who died on Thursday morning. Governor Walker was a remarkable illustration of what great ability and family association may accomplish. We have no aristocracy, but we often see how easy is the path of power to men who have relations by marriage and kin with successful statesmen and politicians. Originally a shrewd, patient, plodding, rather pedantic Pennsylvania lawyer, he found himself buoyed along in his career by the advantage of political experience in a Southern State and connection by marriage and blood with the old families of Pennsylvania—families like those of Dallas, and Franklin, and Bache, and Duane. Walker's great success was as a theoretical Secretary of the Treasury. He studied finances as he did his books. Hamilton was a man of creative genius, Chase of expedients, Walker of theories. So he was a good Secretary—a reasonably good Senator—an honest Governor. He was too much of a politician to be a really great lawyer, and too great a lawyer to be a successful politician. His Northern birth and associations, and his Southern political experiences kept him always on a see-saw. His convictions and his pride took him with Douglas. Fort Sumter drove him into the Union party, and there he remained like Reverdy Johnson, acquiescent but not enthusiastic, always on the verge, ready to tip over at every advance towards progress and liberalism, finally tipping gladly and with the sense of going home, when Mr. Andrew Johnson made an issue which Northern Democrats could accept without disloyalty. Walker was never a party man long enough to be trusted, and after circling around many honors and dignities, he lapsed back to his law books. Now that he has left us, we prefer to think of him as in his Kansas days. Then we saw the man, and it is something to remember, as we look at a career really so barren considering his opportunities, that in a time of trial he showed courage and conscience.

The appointed hour must come to all of us, and yet it is not without a feeling of sadness that we see these forms of historical significance sink into eternal silence. So do we see the towering tree, whose branches have stood the storms of many years, finally yield to the crumbling, withering touch of Time. It is something to die as Lincoln and Sedgwick, in the flush of labor, and opportunity, and duty. There is glory in it, even ecstacy, such as the true warrior must feel when he dies amid the thunder of war. But men like Stewart, and Wool, and Peabody, and Kendall, and Walker live two lives—a life of action and a life of contemplation. But for St. Helena we should not know Napoleon. Had he died at Waterloo his life would have been to future ages a vague and dazzling dream. Six years of thought enabled him to speak as well as act—and the words he spoke to Las Casas and Bertsand and Montholon did as much for a true estimate of his fame as the most brilliant achievements of his life. The great man retires into his library or his gardens, and looks upon himself in history—how he walked and labored—where he failed, and where he triumphed—where he was weak and where he was strong. This completes and rounds the career. Taking this view, it is probably a vain and useless compliance with custom to weep over those who die as these men died. Rather should we rejoice at their blessed privilege, for to them years of action have been followed by years of reflection, of counsel to the unwary, and encouragement to the young who enter upon life with timid and faltering steps. To them it was not only permitted to live, but to teach others how to live.

CACKLING OF THE GEESE.

From the N. Y. World.

The old story that Rome was saved from destruction by outside barbarians in consequence of the timely warning uttered by the bird which, up to that time, was not generally supposed to be the emblem of wisdom, has had recently a fresh illustration in our own times. The sapient body which styles itself the Chamber of Commerce, on whose decisions so much of our commercial prosperity depends, fearing lest the total disappearance of the interest which it is popularly supposed to represent may cause it to become to the ordinary apprehension what for a long time it has been really—not a name only, but the very shadow of one—came together in solemn conclave and decided there and then that something must be done to revivify our shattered commerce, and to prevent the Chamber of Commerce itself from finding its serious occupation wholly gone. The free-traders—those terrible agitators who have been making so much noise of late—are teaching the pernicious doctrine that, in order to place the American ship-owner on an equality with the Englishman, German, and Frenchman, so far as the carrying trade is concerned, the purchase of vessels in the cheapest market and then free admission to American registry must be conceded. The Chamber of Commerce, anxious to save the country from the ruin which would be brought upon it by the free-traders—who in this case represent the Goths, Vandals, slaves of British gold, agents of a "disloyal" press, or whatever the case may be—have cackled loudly that such a step, which at first blush seems one of the simplest justice, must never be allowed, but that the true remedy lies in a little more of Dr. Sangrado's practice—a trifle more or less, it makes no difference, of blood-letting and hot water. Pacific railroads have been encouraged; why not Pacific lines? Vast sums have been spent to benefit private interests; why not call on Congress to do a little more business of this kind, in order to make the owners of a few steamship lines happy and comfortable, and to cause the country to thrill with delight at the thought of the Star-Spangled Banner floating from the mast-head of vessels of American build, and the Englishman and Frenchman and German gnawing their vitals with mingled feelings of jealousy and rage?

We have every respect for the members who compose the Chamber of Commerce; but, seriously speaking, is it not humiliating that an association which is presumed to keep the question of commerce under the most careful consideration should have no other remedy to suggest for the re-establishment of this prostrate industry than the granting of subsidies—the putting of private hands into the already depleted public pocket—which is merely an attempt to make atonement for an existing form of injustice by the creation of a new one?

Instead of attacking the tariff which has "protected" the American ship-builders out of existence and the American ship-owner into a watery grave: instead of pointing to the unjust and oppressive laws which discriminate against our own citizens and actually favor the foreigner, the Chamber of Commerce declaims about "grants" and wails over a "disloyal" and "anti-American" press, and affirms that, if any movement is made in the direction of subsidies, there is always opposition to it. Of course there is. It is the duty of the press to raise its voice against any wasteful expenditure of the people's money; and the subsidizing of particular lines of vessels is no less a wrong than is the legislation which has destroyed the lines which previously existed.

We desire to point out to these gentlemen, and to those who have our commercial interests at heart, that there is but one legitimate way of restoring our commerce and of recovering a share of the carrying trade between this country and foreign ports, and that is a modification of the tariff to a revenue basis and absolute freedom of trade in the purchase of ships. To resort to subsidies would only add to the ruinous competition to which American shipowners are already subjected; and, as the subsidies which it is proposed to pay must be taken out of the pockets of the people, the net result would be that we should tax the whole country, with the effect of making our unfortunate shipping interest worse off than ever.

THE CURRENCY QUESTION AND CONGRESS.

From the N. Y. Herald.

In view of the movements in the West and South, and the probable pressure that will be made upon Congress to increase the currency in these sections of the country, the question naturally arises what can be done in the matter, and what, probably, will be the action of Congress? Then, again, is this an underhand movement of the national banks to increase the volume of their circulation and power, and with a view to push out of existence ultimately the legal tender currency? No doubt there is an unequal distribution of national banks and banking facilities in the different sections of the country. The East has far more than its due proportion, the West has not relatively as many as it ought to have, and the South has comparatively very few. The distribution at first, when the national banks went into operation, was not proportionate, because the Eastern and Northern capitalists and politicians had power enough in Congress and over the Government to secure the largest share. But the disproportion has become far greater since, through the progress of the West and through the restoration and development of the South. There is, then, a necessity for the readjustment of banks and banking facilities throughout the country. How is this to be done? Shall the number of banks be increased and the national bank currency expanded proportionately? Or shall the number of these institutions be reduced in the East and North and the same number be given to the West and South?

There is no necessity, however, for increasing the total amount of national bank currency. An equitable distribution of this should be made, so far as the nominal possession or circulation of it by the banks goes, and, if necessary, the whole number of banking institutions may be increased, provided a portion of currency be taken from existing banks for the new ones that may be organized. But this, if we mistake not, is not what the agitators for more currency and the national bank monopolists are aiming at. It is an adroit scheme, probably, to increase the total of the national bank circulation, with the view of superseding ultimately the greenback or legal tender currency. Of course this object will not be avowed by many for fear of alarming the public at the grasping tendency and enormous power of the national banks. But if the banks should succeed in enlarging the volume of their circulation they would soon after raise the cry of a redundant currency, in order to force a contraction or total withdrawal of the legal tenders. They would rally to their aid all the on-to-specie-payment theorists, and with these would make a combined movement to drive the greenbacks out of existence, under the specious pretext of returning to specie payments. Not that the national banks want specie payments or expect to return to them. They simply want the entire national circulation, the control of all the money in the country, the enormous profits of forty or fifty millions a year on their currency, and the vast power all this would give them over the Government, policies, and material interests of the republic. That is what this gigantic and dangerous monopoly is aiming at. It will have, undoubtedly, a powerful influence in Congress, for two-thirds of the members, probably, are interested directly or indirectly in the national banking institutions. There is the greatest necessity, therefore, that public opinion should be aroused to the threatened evil. The people should demand that the legal-tender currency be not reduced and that the circulation and power of the national banks be not increased. Indeed, the national bank currency ought to be withdrawn and greenbacks issued in its place. The West and South, as well as the East and North, might have then as many banks as they chose—that is, banks of deposit and loans, and for commercial accommodation, which is the only legitimate business of banking, all using at the same time the currency of the Government and people for circulation. The Government would then get the benefit of a national circulation the profits of which are enormous; the people would have a uniform currency, perfectly safe and steady, and a monstrous and dangerous monopoly would be shorn of its power. If the currency is to be disturbed or changed at all this is the only rational view to take of the matter—the only view in accordance with sound financial doctrine and the public interests.

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And Other Principal Cities, and Letters of Credit
1 2 tf Available Throughout Europe.

JOHN S. RUSHTON & CO.,
No. 50 SOUTH THIRD STREET.
NOVEMBER COUPONS
AND
CITY WARRANTS
10 5 3m BOUGHT AND SOLD.

CITY WARRANTS
BOUGHT AND SOLD.
C. T. YERKES, Jr., & CO.,
NO. 20 SOUTH THIRD STREET,
PHILADELPHIA

FINANCIAL.

A Seven Per Cent. Gold Loan
$6,500,000.
THE KANSAS PACIFIC RAILWAY, now in successful operation from Kansas City to Sheridan, proposes to build an extension to Denver, Colorado. The Government has granted Three Millions of Acres of the finest lands in Kansas and Colorado, which are mortgaged for the security of a loan of
$6,500,000.
This loan is secured in the most effectual manner. It represents a road in profitable operation, and will open the trade of the Rocky Mountain country and connect it with the great markets of the East. It is considered to be one of the best loans in the market.
EVEN BETTER IN SOME RESPECTS THAN GOVERNMENT SECURITIES.
The loan has thirty years to run, principal and interest payable in gold, semi-annually, seven per cent.
The coupons will be payable semi-annually in either Frankfort, London, or New York, and will be free from Government taxation. The bonds for the present are sold in currency at 90, with accrued interest.
Circulars, maps, and pamphlets sent on application.
DABNEY, MORGAN & CO.,
No. 53 EXCHANGE PLACE, NEW YORK.
M. K. JESUP & CO.,
No. 12 PINE STREET, NEW YORK.
We are authorized to sell the bonds in Philadelphia, offer them as a reliable investment to our friends.
TOWNSEND WHELEN & CO.,
No. 309 WALNUT Street,
10 27mwf 1m PHILADELPHIA.

BANKING HOUSE
OF
JAY COOKE & CO.,
Nos. 112 and 114 South THIRD Street.
PHILADELPHIA,
Dealers in all Government Securities.
Old 5-20s Wanted in Exchange for New.
A Liberal Difference allowed.
Compound Interest Notes Wanted.
Interest Allowed on Deposits.
COLLECTIONS MADE. STOCKS bought and sold on Commission.
Special business accommodations reserved for ladies.
We will receive applications for Policies of Life Insurance in the National Life Insurance Company of the United States. Full information given at our office. 10 1 3m

P. S. PETERSON & CO.,
Stock and Exchange Brokers,
NO. 39 SOUTH THIRD STREET,
Members of the New York and Philadelphia Stock and Gold Boards.
STOCKS, BONDS, Etc., bought and sold on commission only at either city 1 26§

PAPER HANGINGS.

NAGLE, COOKE & EWING,
LATE WITH HOWELL & BROS.
FRENCH AND AMERICAN
PAPER HANGINGS
No. 1338 CHESNUT Street.
GEORGE F. NAGLE.
H. H. COOKE, late of firm of Howell & Brothers.
H. C. EWING. 9 24 fmw2m

LOOK! LOOK!! LOOK!!!—WALL PAPERS and Linen Window Shades Manufactured, the cheapest in the city, at JOHNSTON'S Depot, No. 1033 SPRING GARDEN Street, below Eleventh. Branch, No. 507 FEDERAL Street, Camden, New Jersey. 2 25§

GROCERIES AND PROVISIONS.

SHOTWELL SWEET CIDER.
Our usual supply of this CELEBRATED CIDER just received.
ALBERT C. ROBERTS,
Dealer in Fine Groceries,
11 7§ Corner ELEVENTH and VINE Streets.

MICHAEL MEAGHER & CO.
No. 223 South SIXTEENTH Street,
Wholesale and Retail Dealers in
PROVISIONS,
OYSTERS, AND SAND CLAMS,
FOR FAMILY USE
TERRAPINS $15 PER DOZEN. 9§5

PERSONAL.

CAUTION!
REMOVAL.
DONNELLY'S OLD ESTABLISHED PHŒNIX MONEY LOAN OFFICE,
removed from No. 928 SOUTH Street, corner of RONALDSON, to his new and large building No. 1433 SOUTH Street, above Broad. Entrance to private office at door of Dwelling; also on DOYLE Street, in the rear, where money will be loaned as usual on Diamonds, Watches, Jewelry, Silverware, Dry Goods, Clothing, Beds, Bedding, Carpets, Furniture, Pictures, Paintings, Guns, Pistols, Musical Instruments, and goods of every description and value. Secure safes for the keeping of valuables; also ample accommodation for the care and storage of goods.
VINCENT P. DONNELLY, Broker,
10 30 1m No. 1433 SOUTH Street.

STOVES, RANGES, ETC.

THOMSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers,
SHARPE & THOMSON,
5 27wfm 6m No. 309 N. SECOND Street.

LEGAL NOTICES.

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of SAMUEL R. MASSEY, deceased.
The Auditor appointed by the Court to audit, settle, and adjust the account of LAMBERT R. MASSEY, trustee of the above estate, and report distribution of the balance, will meet all parties interested on MONDAY, November 29, 1869, at 12 o'clock, at his office.
J. HILL MARTIN, Auditor,
11 10 5t*wfm No. 217 South THIRD Street.

ESTABLISHED 1819.
The New York Dyeing and Printing Establishment,
STATEN ISLAND,
No. 40 North EIGHTH Street (West Side), Philadelphia; No. 16 DUANE Street and 722 BROADWAY, New York.
This old and well-known Company are prepared, as usual, with the highest degree of skill, and the most approved machinery, TO DYE, CLEANSE and FINISH every variety of LADIES' and GENTLEMEN'S GARMENTS, and PIECE GOODS, in their usual superior manner.
GARMENTS CLEANSED WHOLE. [9 17 fmw3m
NOTE—This is our only office in Philadelphia.

WIRE GUARDS,
FOR STORE FRONTS, ASYLUMS, FACTORIES, ETC.
Patent Wire Railing, Iron Bedsteads, Ornamental Wire Work, Paper-makers' Wires, and every variety of Wire Work, manufactured by
M. WALKER & SONS,
2 3§mwf No. 11 N. SIXTH Street.

INSURANCE.

INCORPORATED 1835.

OFFICE OF THE

DELAWARE MUTUAL SAFETY INSURANCE COMPANY.

PHILADELPHIA, NOVEMBER 10, 1869.

The following statement of the affairs of the Company is published in conformity with a provision of the charter:

Premiums received from November 1, 1868, to October 31, 1869.

On Marine and Inland Risks	$943,795'24	
On Fire Risks	161,905'95	
		$1,105,701'19
Premiums on Policies not marked off November 1, 1868		463,634'02
		$1,596,335'31
Premiums marked off as earned from November 1, 1868, to October 31, 1869:		
On Marine and Inland Risks	$914,216'29	
On Fire Risks	149,629'70	
		$1,063,845'99
Interest during the same period—		
Salvages, etc.		115,027'65
		$1,178,873'64
Losses, Expenses, etc., during the year as above:—		
Marine and Inland Navigation Losses	$418,100'39	
Fire Losses	94,344'81	
Return Premiums	49,626'10	
Re-Insurances	41,277'84	
Agency Charges, Advertising, Printing, etc.	64,687'15	
Taxes—United States, State, and Municipal Taxes	53,399'64	
Expenses	23,927'08	
		$744,354'01
		$434,519'63

ASSETS OF THE COMPANY November 1, 1869.

$200,000	United States Five Per Cent. Loan; ten-forties	$216,000'00
100,000	United States Six Per Cent. Loan (lawful money)	107,750'00
50,000	United States Six Per Cent. Loan, 1881	60,000'00
200,000	State of Pennsylvania Six Per Cent. Loan	213,950'00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from tax)	300,925'00
100,000	State of New Jersey Six Per Cent. Loan	102,000'00
20,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	19,450'00
25,000	Pennsylvania Railroad Second Mortgage Six Per Cent. Bonds	23,625'00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000'00
30,000	State of Tennessee Five Per Cent. Loan	15,600'00
7,000	State of Tennessee Six Per Cent. Loan	4,270'00
12,500	Pennsylvania Railroad Company, 250 shares stock	14,000'00
5,000	North Pennsylvania Railroad Company, 100 shares stock	3,900'00
10,000	Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500'00
246,900	Loans on Bond and Mortgage, first liens on City Properties	246,900'00
$1,251,500 Par.	Market value, $1,355,270'00	
	Cost, $1,215,622'27.	
	Real Estate	36,000'00
	Bills Receivable for Insurances made	333,700'75
	Balances due at Agencies—Premiums on Marine Policies, Accrued Interest and other debts due to the Company	65,097'95
	Stock, Scrip, etc., of sundry Corporations, $4936. Estimated value	2,740'20
	Cash in Bank	$168,318'88
	Cash in Drawer	972'36
		169,291'14
		$1,852,100'04

PHILADELPHIA, November 10, 1869.

The Board of Directors have this day declared a CASH DIVIDEND of TEN PER CENT. on the CAPITAL STOCK, and SIX PER CENT. interest on the SCRIP of the Company, payable on and after the 1st of December proximo, free of National and State taxes.

They have also declared a SCRIP DIVIDEND of THIRTY-FIVE PER CENT. on the EARNED PREMIUMS for the year ending October 31, 1869, certificates of which will be issued to the parties entitled to the same, on and after the 1st of December proximo, free of National and State taxes.

They have ordered, also, that the Scrip Certificates of Profits of the Company, for the year ending October 31, 1865, be redeemed in Cash, at the office of the Company, on and after 1st of December proximo, all interest thereon to cease on that day. By a provision of the Charter all Certificates of Scrip not presented for redemption within five years after public notice that they will be redeemed, shall be forfeited and cancelled on the books of the Company.

No certificate of profits issued under $25. By the act of incorporation, "no certificate shall issue unless claimed within two years after the declaration of the dividend whereof it is evidence."

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Theophilus Paulding,	H. Jones Brooke,
James Traquair,	Edward Lafourcade,
Henry Sloan,	Jacob Riegel,
Henry C. Dallett, Jr.,	Jacob P. Jones,
James G. Hand,	James B. M'Farland,
William C. Ludwig,	Joshua P. Eyre,
Joseph H. Seal,	Spencer M'Ilvain,
Hugh Craig,	J. B. Semple, Pittsburg,
John D. Taylor,	A. B. Berger, "
George W. Bernadou,	D. T. Morgan, "
William C. Houston,	

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 11 12 1m

ASBURY LIFE INSURANCE COMPANY.

No. 805 BROADWAY, corner of Eleventh Street, New York.

CASH CAPITAL $150,000

$125,000 deposited with the State of New York as security for policy holders.

SAMUEL BANGS, President.
GEORGE ELLIOTT, Vice President and Secretary.
EMORY McCLINTOCK, Actuary.
A. E. M. PURDY, M. D., Medical Examiner.

PHILADELPHIA REFERENCES.

Thomas T. Tasker,	John M. Maris,	J. B. Lippincott,
Charles Spencer,	William Divine,	James Long,
John A. Wright,	S. Morris Waln,	James Hunter,
Arthur G. Coffin,	John B. McCreary,	E. H. Worne.

Organized April, 1866. 375 Policies issued first six months; over 2000 in the twelve months following.
All forms of Policies issued on most favorable terms.
Special advantages offered to Clergymen.
A few good agents wanted in city or country. Apply to

JAMES M. LONGACRE,
Manager for Pennsylvania and Delaware,
Office, No. 302 WALNUT Street, Philadelphia.
SAMUEL POWERS, Special Agent. 4 16§

FAME INSURANCE COMPANY.

No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL, $200,000.
FIRE INSURANCE EXCLUSIVELY.

Insures against Loss or Damage by Fire either by Perpetual or Temporary Policies.

DIRECTORS:

Charles Richardson,	Robert Pearce,
William H. Rhawn,	John Kessler, Jr.,
William M. Seyfert,	Edward B. Orne,
Henry Lewis,	Charles Stokes,
Nathan Hilles,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD, Secretary. 7 23§

THE PENNSYLVANIA FIRE INSURANCE COMPANY.

—Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	John Devereux,
Alexander Benson,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell.
	Daniel Haddock, Jr.

DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30§

IMPERIAL FIRE INSURANCE CO.,

LONDON.
ESTABLISHED 1803.

Paid-up Capital and Accumulated Funds,

$8,000,000 IN GOLD.

PREVOST & HERRING, Agents,
2 4§ No. 107 S. THIRD Street, Philadelphia.
CHAS. M. PREVOST. CHAS. P. HERRING

INSURANCE.

1829.—CHARTER PERPETUAL.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '69, $2,677,372'13

CAPITAL	$400,000'00
ACCRUED SURPLUS	1,083,528'70
PREMIUMS	1,193,843'43
UNSETTLED CLAIMS, $23,788'12.	INCOME FOR 1869, $360,000.

Losses paid since 1829, over $5,500,000

Perpetual and Temporary Policies on Liberal Terms.
The Company also issues Policies on Rents of Buildings of all kinds, Ground Rents, and Mortgages.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAS. W. McALLISTER, Secretary.
THEODORE M. REGER, Assistant Secretary. 3 9

INSURE AT HOME,

IN THE

Penn Mutual Life Insurance COMPANY.

No. 921 CHESNUT STREET, PHILADELPHIA.

ASSETS, $3,000,000.

CHARTERED BY OUR OWN STATE.

MANAGED BY OUR OWN CITIZEN

LOSSES PROMPTLY PAID.

OLICIES ISSUED ON VARIOUS PLANS.

Applications may be made at the Home Office, and at the Agencies throughout the State. [2 18§

JAMES TRAQUAIR ..... PRESIDENT
SAMUEL E. STOKES ..... VICE-PRESIDENT
JOHN W. HORNOR ..... A. V. P. and ACTUARY
HORATIO S. STEPHENS ..... SECRETARY

STRICTLY MUTUAL.

Provident Life and Trust Co.

OF PHILADELPHIA.

OFFICE, No. 111 S. FOURTH STREET.

Organized to promote LIFE INSURANCE among members of the Society of Friends.
Good risks of any class accepted.
Policies issued on approved plans, at the lowest rates.

President, SAMUEL R. SHIPLEY,
Vice-President, WILLIAM C. LONGSTRETH,
Actuary, ROWLAND PARRY.

The advantages offered by this Company are unexcelled. 1 27§

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.

Office S. W. Corner FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.

Cash Capital ..... $200,000'00
Cash Assets, July 1, 1869, $513,279'23.

DIRECTORS.

F. Ratchford Starr,	J. Livingston Erringer,
Nalbro Frazier,	James L. Claghorn,
John M. Atwood,	William G. Boulton,
Benjamin T. Tredick,	Charles Wheeler,
George H. Stuart,	Thomas H. Montgomery,
John H. Brown,	James Aertsen.

This Company insures only first class risks, taking no specially hazardous risks whatever, such as factories, mills, etc.

F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEXANDER W. WISTER, Secretary. 2 6§

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.

INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street, opposite the Exchange.
This Company insures from loss or damage by FIRE,
on liberal terms, on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings by deposit of premiums.
The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.

DIRECTORS.

John L. Hodge,	David Lewis,
M. E. Mahony,	Benjamin Etting,
John T. Lewis,	Thomas H. Powers,
William S. Grant,	A. R. McHenry,
Robert W. Leaming,	Edmund Castillon,
D. Clark Wharton,	Samuel Wilcox,
Lawrence Lewis, Jr.,	Lewis C. Norris.

JOHN R. WUCHERER, President.
SAMUEL WILCOX, Secretary. 4 28

OFFICE OF THE INSURANCE COMPANY OF NORTH AMERICA, No. 232 WALNUT Street, Philadelphia.

Incorporated 1794. Charter Perpetual.
Capital, $500,000.
Assets $2,250,000
MARINE, INLAND, AND FIRE INSURANCE.

OVER $20,000,000 LOSSES PAID SINCE ITS ORGANIZATION.

DIRECTORS.

Arthur G. Coffin,	Francis R. Cope,
Samuel W. Jones,	Edward H. Trotter,
John A. Brown,	Edward S. Clarke,
Charles Taylor,	T. Charlton Henry,
Ambrose White,	Alfred D. Jessup,
William Welsh,	John P. White,
S. Morris Waln,	Louis C. Madeira,
John Mason,	Charles W. Cushman
George L. Harrison,	

ARTHUR G. COFFIN, President.
CHARLES PLATT, Vice-President.
MATTHIAS MARIS, Secretary.
CHAS. H. REEVES, Asst. Secretary. 2 1§

ROOFING.

READY ROOFING.—This Roofing is adapted to all buildings. It can applied to

STEEP OR FLAT ROOFS

at one-half the expense of tin. It is readily put on Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while under going repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon the best and cheapest in the market.

W. A. WELTON,
2 17§ No. 711 N. NINTH Street, above Coates.

TO OWNERS, ARCHITECTS, BUILDERS, AND ROOFERS.—Roofs! Yes, yes. Every size and kind, old or new. At No. 243 N. THIRD Street, the AMERICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid composition roof covering, the best ever offered to the public, with brushes, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof; Light, Tight, Durable. No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Care, promptness, certainty! One price! Call! Examine! Judge!

Agents wanted for interior counties.
4 22tf JOSEPH LEEDS, Principal.

GRAVEL ROOFS REPAIRED AND WARranted for five years, at half the price others charge. Tin roofs repaired and painted at one cent per square foot. Old shingle roofs covered with ready roofing, at small cost. Keystone Roofing Company, No. 411 VINE Street. Call and see. 11 8 3m

CARPENTERS AND BUILDERS.

R. R. THOMAS & CO.,

DEALERS IN

Doors, Blinds, Sash, Shutters,

WINDOW FRAMES, ETC.,

N. W. CORNER OF

EIGHTEENTH and MARKET Streets

PHILADELPHIA.

9 15 3m

NEW PUBLICATIONS.

PHILOSOPHY OF MARRIAGE.—A New Course of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects:—How to Live, and What to Live for; Youth, Maturity, and Old Age; Manhood Generally Reviewed; The Cause of Indigestion; Flatulence and Nervous Diseases Accounted For; Marriage Philosophically Considered, etc. etc. Pocket volumes containing these Lectures will be forwarded, post paid, on receipt of 25 cents, by addressing W. A. LEARY, Jr., S. E. corner of FIFTH and WALNUT Streets, Philadelphia. 2 3§

COTTON SAIL DUCK AND CANVAS of all numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches wide, Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
108 CHURCH Street (City Stores).

EMPIRE SLATE MANTEL WORKS.—J. B KIMES, No. 2130 CHESNUT Street. 11 3 w1m§

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN—Inman Line of Mail Steamers are appointed to sail as follows:—

City of Brooklyn, Saturday, Nov. 13, at 1 P. M.
City of Boston, via Halifax, Tuesday, Nov. 16, at 1 P. M.
City of London, Saturday, Nov. 20, at 1 P. M.
City of Washington, Saturday, Nov. 27 at 12 noon.

And each succeeding Saturday and alternate Tuesday, from Pier 45, North River.

RATES OF PASSAGE.

BY THE MAIL STEAMER SAILING EVERY SATURDAY.

Payable in Gold. Payable in Currency.

FIRST CABIN	$100	STEERAGE	$30
To London	105	To London	40
To Paris	115	To Paris	47

PASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX.

FIRST CABIN. Payable in Gold.		STEERAGE. Payable in Currency	
Liverpool	$80	Liverpool	$35
Halifax	20	Halifax	15
St. John's, N. F., by Branch Steamer	45	St. John's, N. F., by Branch Steamer	30

Passengers forwarded to Havre, Hamburg, Bremen, etc. at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the Company's Office

JOHN G. DALE, Agent, No. 15 BROADWAY, N. Y
or to O'DONNELL & FAULK, Agents,
4 5 No. 411 CHESNUT Street, Philadelphia.

ONLY DIRECT LINE TO FRANCE

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST.

The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50, North river, every Saturday.

PRICE OF PASSAGE

in gold (including wine).

TO BREST OR HAVRE.

First Cabin ..... $140 | Second Cabin $80

TO PARIS.

(Including railway tickets, furnished on board.)

First Cabin ..... $145 | Second Cabin $85

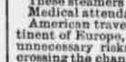
These steamers do not carry steerage passengers.

Medical attendance free of charge.

American travellers going to or returning from the continent of Europe, by taking the steamers of this line avoid unnecessary risks from transit by English railways and crossing the channel, besides saving time, trouble, and expense.

GEORGE MACKENZIE, Agent,
No. 58 BROADWAY, New York.

For passage in Philadelphia, apply at Adams' Express Company, to
1 27§ H. L. LEAF,
No. 220 CHESNUT Street.



CHARLESTON, S. C.,

THE SOUTH, SOUTHWEST,

AND FLORIDA PORTS.

THE STEAMSHIP J. W. EVERMAN,

CAPTAIN HINCKLEY,

Will leave Pier 17, below Spruce street, on THURSDAY, November 18, at 4 P. M.

Comfortable accommodations for passengers.

Through Passage Tickets and Bills of Lading issued in connection with the South Carolina Railroad to all points South and Southwest, and with Steamers to Florida ports.

Insurance by this Line ONE-HALF PER CENT.

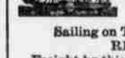
Goods forwarded free of commission.

Bills of Lading furnished and signed at the office.

For freight or passage apply to

E. A. SOUDER & CO.,
DOCK STREET WHARF.

The Steamship PROMETHEUS will follow THURSDAY, November 25. 2 23§



LORILLARD'S STEAMSHIP LINE FOR

NEW YORK.

Sailing on Tuesdays, Thursdays, and Saturdays.

REDUCTION OF RATES.

Freight by this line taken at 12 cents per 100 pounds, cents per foot, or 1 cent per gallon, ship's option. Advance charges cashed at office on Pier. Freight received at all times on covered wharf.

JOHN F. OHL,
28§ Pier 19 North Wharves.
B. N. Extra rates on small packages iron, metal, etc.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.

THOUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

EVERY SATURDAY,

At noon, from FIRST WHARF above MARKET Street.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium carrying every description of freight.

No charge for commission, drayage, or any expense transfer.

Steamships insured at the lowest rates.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. POORE, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 1§

NOTICE.—FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL EXPRESS STEAMBOAT COMPANY.

The CHEAPEST AND QUICKEST water communication between Philadelphia and New York.

Steamers leave daily from first wharf below Market street, Philadelphia, and foot of Wall street, New York.

Goods forwarded by all the lines running out of New York, North, East, and West, free of commission.

Freight received and forwarded on accommodating terms.

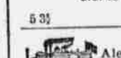
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue, Philadelphia.
JAMES HAND, Agent,
5 3§ No. 119 WALL Street, New York.

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South wharves.
HYDE & TYLER, Agents, at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1§



NOTICE.—FOR NEW YORK, VIA Delaware and Raritan Canal, SWIFTSURE TRANSPORTATION COMPANY.—DESPATCH AND SWIFTSURE LINE.

The business of these lines will be resumed on and after the 8th of March. For freights, which will be taken on accommodating terms, apply to

W. M. BAIRD & CO.,
3 26 No. 132 South Wharves.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washington avenue as follows:—

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:39 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:25 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

H. F. KENNEY, Superintendent.

AUCTIONEERS.

C. D. McCLEES & CO., AUCTIONEERS, No. 505 MARKET Street.

BY B. SCOTT JR. SCOTT'S ART GALLERY, No. 1020 CHESNUT Street, Philadelphia.

DR. M. KLINE CAN CURE CUTANEOUS Eruptions, Marks on the Skin, Ulcers in the throat, mouth and nose, sore legs and sores of every conceivable character. Office, No. 33 South ELEVENTH, between Chesnut and Market Str ets 11 6

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 146 North SECOND Street, Philadelphia.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas.

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P.M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:45, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 7 and 5:45 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M. 12:45, and 4:30 P.M. trains from Philadelphia, returning from Schwenksville at 5:55 and 8:12 A.M. and 12:55 M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Boyertown and intermediate points take the 7:30 A. M. and 4:30 P. M. trains from Philadelphia, returning from Boyertown at 7:25 and 11:50 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 12:35 A. M. and 1:45 and 10:02 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 2:10 and 5:20 A. M. and 4:45 P. M., passing Reading at 4:10 and 7:05 A. M. and 6:16 P. M., arriving at New York at 10:00 and 11:45 A. M., and 10:20 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:00 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 3:55 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:35 and 11:20 A. M., and from Tremont at 6:45 A. M. and 5:05 P. M.

TICKETS.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $50 00 each, for families and firms.

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 8 A. M., and for the principal stations only at 2:15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:45 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	8:00 A. M
Paoli Accommodation	10:30 A. M., 1:10 and 6:50 P. M.
Fast Line and Erie Express	11:50 A. M.
Harrisburg Accommodation	2:30 P. M.
Lancaster Accommodation	4:10 P. M.
Parkesburg Train	5:20 P. M.
Cincinnati Express	8:00 P. M.
Erie Mail and Pittsburg Express	9:45 P. M.
Accommodation	12:11 A. M.
Pacific Express	12:00 night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock.

Pacific Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express	3:10 A. M.
Philadelphia Express	6:30 A. M.
Erie Mail	6:30 A. M.
Paoli Accommodation, 8:20 A. M., 3:40 and 6:25 P. M.	
Parkesburg Train	9:10 A. M.
Fast Line	9:40 A. M.
Lancaster Train	12:55 P. M.
Erie Express	12:55 P. M.
Southern Express	7:00 P. M.
Lock Haven and Elmira Express	7:00 P. M.
Pacific Express	4:25 P. M.
Harrisburg Accommodation	9:50 P. M.

For further information, apply to

JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

RAILROAD LINES.

1869.—FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6:30 A. M., via Camden and Amboy Accom... $2 25
At 8 A. M., via Cam. and Jersey City Ex. Mail.. 3 00
At 2 P. M., via Camden and Amboy Express.... 3 00
At 6 P. M., for Amboy and intermediate stations.
At 6:30 and 8 A. M. and 2 P. M., for Freehold.
At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.
At 8 and 10 A. M., 12 M., 2, 3:30, and 4:30 P. M., for Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:

CITY INTELLIGENCE.

REAL ESTATE.

The Valuable Property Along Chesnut Street—The Assessment as Recorded in the Office of the Board of Revision.

Through the kindness of Thomas Cochran, Esq, and his confreres in the Board of Revision of Taxes, we have been able to examine the official records of the office, from which we have collected the following interesting statistical information with reference to the valuation of property on Chesnut street, on which is erected the more handsome of our business edifices. Subjoined will also be found the assessed valuation of other properties, which is given irrespective of the many elegant churches in the city, and the immense factories located in and around Manayunk, and distributed throughout Philadelphia:—

CHESNUT STREET, SOUTH SIDE.

Nos. 218 and 220, Coffin & Altemus	$85,000
Nos. 224 and 226, John Harland	85,000
No. 238 to 248, David Jayne's estate	395,000
No. 250, Western Union Telegraph Company	40,000
Nos. 300 and 302, Swain & Abel	75,000
No. 304 to 308, Girard Estate	140,000
No. 314, Commercial Bank	60,000
No. 322, Carpenters' Company	60,000
No. 330, Isaac Levi	60,000
No. 400, R. D. Wood	120,000
No. 404, Western Bank	80,000
United States Custom House	350,000
United States Post Office	150,000
Independence Square	1,000,000
No. 614, Samuel Croft	75,000
Nos. 616, 618, 620, G. W. Simons & Brother	140,000
No. 622 to 626, J. Francis Fisher	250,000
No. 632, James Swain	75,000
Nos. 700 and 702, John W. Forney	110,000
No. 704, Jules Hauel	75,000
No. 706, A. Winchester	60,000
No. 708, P. H. Kelly's estate	50,000
No. 710, Cornelius & Baker	55,000
No. 712, S. M. Hopper	60,000
No. 714, H. A. Dreer	50,000
No. 716, Joseph Natt	60,000
No. 718, Elias Durand	58,000
No. 722, Thomas Fletcher	55,000
No. 726, J. W. Glenn	60,000
No. 732, Joseph Chew	55,000
No. 812, E. J. Lewis' estate	50,000
No. 814, William Wharton	55,000
No. 816, James S. Earle	75,000
No. 820, T. W. Evans & Co	200,000
No. 822, John Rice	70,000
Continental Hotel	600,000
No. 900, George Howell	150,000
No. 902, J. E. Caldwell	125,000
No. 904, J. B. Orne	125,000
No. 908, E. Clinton	50,000
Nos. 910 to 914, George Roberts	180,000
No. 916, George Fryer	55,000
No. 918, C. A. Besson	55,000
Nos. 920 and 922, E. Dunbar	160,000
No. 926, E. N. Scherr	70,000
No. 1000, J. J. Ridgway, Assembly Buildings	180,000
No. 1004, Adam Southern	75,000
No. 1006, G. A. Schwarz	65,000
No. 1008, Sheppard, Van Harlingen & Arrison	65,000
No. 1010, L. A. Harrison	50,000
Nos. 1012 and 1014, J. M. Hafleigh	175,000
No. 1018, St. Lawrence Hotel	90,000
No. 1020, George Freytag	90,000
No. 1100, James Large	60,000
No. 1106, Robert McCall	60,000
No. 1108, G. Vollmer	75,000
No. 1110, William H. Kern	60,000
Nos. 1112 to 1118, M. W. Baldwin, deceased	195,000
No. 1122, American Sunday School Union	100,000
No. 1124, T. S. Fassitt	55,000
Nos. 1126 and 1128, A. Martien	140,000
No. 1130, S. S. White	300,000
No. 1200, Beneficial Saving Fund	60,000
No. 1208, F. C. Stewart	50,000
No. 1210, John B. Ashton	60,000
No. 1212, S. L. Mullin	50,000
No. 1214, A. Martien	65,000
No. 1216, C. F. Childs	60,000
Nos. 1218, 1220, and 1222, H. Messchert	270,000
No. 1224, T. H. Powers	68,000
No. 1226, J. R. Barton	70,000
No. 1230, J. F. Leaming	50,000
No. 1232, E. J. Lewis	60,000
No. 1236, Pres. Board of Publication	85,000
Nos. 1412 and 1414, Benj. Horner	180,000
No. 1418, H. Ingersoll	75,000
No. 1420, R. T. Sheppard	65,000
No. 1426, R. Wistar	70,000
No. 1520, J. L. Florence	75,000
No. 1528, Mrs. E. Hollingsworth	62,000
No. 1810, J. B. McCreary	60,000
No. 1816, G. W. Ball	50,000
No. 1820, J. F. Page	50,000
No. 1824, E. W. Bailey	50,000
No. 1826, David Jayne's estate	200,000
No. 1914, James Rush, deceased	120,000
No. 2106, S. K. Hoxie	90,000

CHESNUT STREET, NORTH SIDE.

No. 129, B. C. Knight	$80,000
No. 217, W. W. Kean	60,000
No. 219, John A. Brown	50,000
No. 221, David Landreth	60,000
No. 223, Solomon Hoxie	80,000
No. 235, [illegible]	60,000
No. 237, Charles Leland	70,000
No. 243, R. C. Martin	50,000
No. 301, Peter Decker, deceased	65,000
No. 307, Bank of North America	110,000
No. 311, Swain & Able	90,000
Nos. 311 to 319, First National Bank	220,000
No. 325, W. W. Keen	50,000
Nos. 329 and 331, Fidelity Trust and Safe Deposit Company	150,000
Nos. 413, 415, and 417, John Rea	180,000
Nos. 419, 421, and 423, Philadelphia Bank	250,000
Nos. 425, 427, and 429, Farmers' and Mechanics' Bank	210,000
No. 431, Edward Shelmerdine	55,000
Nos. 439 and 441, Mrs. C. A. Brown	130,000
No. 501, Wm. H. Fotherall, deceased	150,000
Nos. 503 to 507, Wm. M. Swain	160,000
No. 509, J. J. Ridgway	80,000
Nos. 517 and 519, J. J. Ridgway—American Hotel	200,000
No. 529, Mary L. Kerr	55,000
No. 531, Nathaniel Burt	50,000
No. 537, A. S. Hart	175,000
No. 601, J. W. Stokes	80,000
Nos. 603 and 605, Rockhill & Wilson	125,000
No. 607, Gibson Peacock, trustee	70,000
No. 609, A. Hollingsworth	100,000
Nos. 611 to 631, David Jayne's estate	645,000
No. 637, Girard Fire and Marine Insurance Company	60,000
No. 701, W. H. Fotterall	61,000
No. 707, Mrs. S. Tindall	62,000
Nos. 709 and 711, Washington House	100,000
No. 721, Masonic Temple	200,000
No. 723 and 725, J. V. Williamson	120,000
No. 727, Thomas Miller	60,000
No. 729, Thomas Kennedy	50,000
Nos. 733 and 731, P. J. H. Green	62,000
No. 735, G. W. Edwards	72,000
Nos. 801 and 803, Townsend Sharpless	160,000
No. 805, John Stone	75,000
No. 807, W. L. Sharpe	75,000
Nos. 809 and 811, Bank of Republic	150,000
No. 819, E. W. Bailey	85,000
No. 821, Presbyterian Board of Publication	70,000
No. 825, W. & F. Carpenter	75,000
Girard House	165,000
No. 837 to 843, J. C. Fisher	192,000
No. 919, Mrs. Willock	75,000
No. 921, Pennsylvania Mutual Life Insurance Company	75,000
No. 925, Samuel Davis	50,000
No. 931, M. A. Inman	60,000
No. 1027, Academy of Fine Arts	54,000
No. 1619, Thomas C. Love	76,000
No. 1011, Joseph P. Morris	52,000
No. 1001, Miss Keen	65,000
No. 1211, William Cochran, Chesnut Street Theatre	100,000
William C. & S. R. Watson, Concert Hall	80,000
No. 1101 to 1131, Girard Estate	475,000
United States Mint	198,000

OTHER PROPERTIES.

Depot of Pennsylvania Railroad Company, Thirteenth and Market streets	$240,000
Depot of Pennsylvania Railroad Company, Twenty-fourth ward	1,000,000
Office of Pennsylvania Railroad Company, Fifth ward	218,000
Reading Railroad Depot, Fourteenth ward	300,000
Reading Railroad Office, Fifth ward	67,000
Camden and Amboy Railroad Office, etc., Fifth ward	300,000
Philadelphia and Trenton Railroad Depot, Nineteenth ward	60,000
Philadelphia, Wilmington, and Baltimore Railroad Depot, Twenty-sixth ward	450,000
Reading Railroad coal-wharves and ground, Eighteenth and Twenty-fifth wards	1,000,000
Pennsylvania Railroad Company wharves, Second ward	500,000
Navy Yard	3,500,000
Girard College	1,000,000
M. Baird & Co., Locomotive Works, Fifteenth ward	315,000
Norris' Locomotive Works, Fifteenth ward	135,000
Merrick & Sons' Iron Works, Second ward	300,000
Morris & Tasker's Iron Works, First ward	350,000
Union League	120,000
Lippincott's property, Broad and Walnut sts	200,000
Germantown Railroad Depot, Thirteenth ward	125,000
Horticultural Hall	120,000
Academy of Music	200,000
Academy of Natural Sciences	50,000
Walnut Street Theatre	110,000
American Theatre	60,000
Philadelphia Trust Company, Seventh and Walnut streets	200,000
Arch Street Theatre	80,000
Sugar-house, Almond street wharf	295,000
The Rush property, Broad and Christian sts.	100,000
William Sellers' Iron Works, Fifteenth ward	125,000
A. Whitney's Car Works, Fifteenth ward	170,000

ODDS AND ENDS.—The cars of the Pennsylvania and Reading Railroad Companies coming into the city this morning were covered with snow.

—The Sunday-school scholars of the Passyunk Baptist Church hold their anniversary meeting to-morrow at 2½ o'clock.

—Some of our late detective force, reduced by the recent order of the Mayor, object to donning the uniform.

—The notorious section of the Eighth ward euphoneously styled the "Gut" needs the attention of the police.

—The newsboys have gained their point, and now have free access to all our passenger railway cars.

—The Female Association meets on Wednesday next at No. 2029 Pine street. Time, 10 A. M.

—Germantown is improving rapidly, and real estate is proportionately increasing in value.

—The imported Almeria grapes are decreasing in price, owing to their unusual plentifulness.

—Furniture-car racing is the latest novelty with the juveniles on Broad street on Sundays.

—The passenger railway car cushions are somewhat comfortable, if not cleanly.

—The usual number of fox and pig hunts will be indulged in on Thanksgiving day.

—The lovers of turkey will be pleased to hear that cranberries are becoming cheaper.

—The journeymen gilders meet to form a protective union to-night.

—Highway robberies are becoming as common as night itself.

—The patent Slauson box car does not meet expectations.

—Coal collections are the features of our churches at present.

—The ingrain carpet weavers meet to-night.

ANOTHER RAILROAD DISASTER—SAFETY SWITCHES DEMANDED.—The newspapers on Saturday chronicled another accident on the Harlem Railroad, which was caused by the carelessness of a switchtender. The locomotive attached to the train was thrown down an embankment, crushing the life out of the fireman and seriously injuring the engineer. The baggage and smoking cars also sustained considerable damage. The accident was caused by the switchtender displaying the signal lights indicating "all right," without changing the switch after the passage of the New Haven train. This is only one of a number of similar casualties which are happening daily in this country, which show the necessity for the adoption by the various railroad companies of safety switches. Of those now in existence the switch patented by William Wharton, Jr., is prominent. It has the following merits, which establish the fact that with its universal adoption no such accident can happen:—

Neither rail of the main track is disturbed by it, both are unbroken and solid; in fact, the switch castings which gave an additional strength render the track at the point of its introduction safer than at any other place; therefore, so far as the main track is concerned switches are entirely dispensed with. This is the only railroad switch that accomplishes that most important object. Perfect security is given by its use to trains traversing either the main track or the siding, even though the switch is, by accident or design, left wrong; nor is there any injury done to the switch itself.

BOARD OF SURVEYS.—The regular stated meeting of the Board of Surveys was held to-day, President Knease in the chair.

The following sewers and pipes were ordered to be laid or constructed:—10 inch pipe on Tin Plate alley, between Walnut and Locust streets; a 12-inch pipe on Third street, between Walnut and Spruce streets; a 12-inch pipe on Jones street, west of Nineteenth street; a 2 feet 6-inch sewer on Haines street, between Twelfth and Thirteenth streets; a 12-inch pipe on Harrison street, from Front street to Frankford road; and a 3 feet sewer on Third street, from Pine to Gaskill street.

Resolutions changing the names of Mary street from Thompson to Jefferson to Amboy, and Ontario street from Parrish to Jefferson to Park avenue, were adopted.

Mr Lightfoot presented a plan for the extension of Broad street from Fisher's lane to the north line of the county, which was approved.

Mr. Smedley moved that Hamilton and Callowhill streets as named in the deed of dedication, be changed to Girard avenue and Westminster avenue. Agreed to. Adjourned.

THE SUNDAY TIMES appeared yesterday reduced in size, but much improved in appearance. The typography was a specimen of neatness, whilst the news was placed before the readers in compact but attractive style. To all appearance the change is decidedly for the better, and if the new publisher succeeds in making the future issues as readable as this one, his ambitious aims will doubtless be realized.

Colonel Taggart is an old newspaper man, having, during his journalistic life, travelled over the greater portion of the United States. His contributions, in the shape of special correspondence, have always been of a very pleasant, readable nature, and well received by the public; besides this, he had a previous experience of some years as a newspaper publisher, which is, in a measure, so much cash capital in hand. Under his management there is a good prospect of the *Times* proving a success.

TROUBLE IN THE DEER PEN.—Yesterday morning the king deer, in the Deer Pen, at Fairmount Park, concluded he would take a stroll towards George's Hill. The only obstacle to this proceeding was the wire railing. This the antlered animal soon overcame and started on; his course, however, was soon shortened by one of the Park Police. Whilst all this was going on a vicious canine, noticing the absence of the "Boss," determined to have a little venison for lunch, and entering through the space opened, proceeded to worry one of the smaller deers to death. The arrival of the officer above mentioned, at this juncture, put an end to his operations, and he ran yelping over the hills, the guttural vocalism being occasioned by the application of birch to his rear.

HOUSE ROBBERY.—Between 7 and 8 o'clock on Saturday evening the residence No. 726 Montcalm street, occupied by a Mrs. J. Russell, was entered by thieves forcing open the front door with a "jimmy." They ransacked every room in the house, ripping open bed-ticks, tearing up carpets, etc. As booty, they secured 3 silk dresses, a gold watch and chain, a Masonic mark, a set of jewelry, a white crape shawl, and a number of other articles. Mrs. Russell and family were absent from the house at the time. She estimates her loss at about $250. A young man named Robert Murray has been arrested on suspicion of being one of the party, and will have a hearing at the Central Station to-day.

THE RESULT OF A SPREE.—A Hibernian named Michael Bergen yesterday indulged freely in molasses whisky. Whilst walking along Market street, near Letitia, he noticed a physician's coupe standing unoccupied, into which he leaped, seized the reins, and started the attached quadruped off at a rapid gait. Now the turnout was the property of Dr. Girard, residing No. 909 Market street, who has in his employ one Joseph Skeman. Joseph was coming along Third street, when he saw the team and Mike also. Smelling a mouse, he followed as far as Third and Chesnut streets, when he had Mike arrested. Alderman Kerr this morning gave him a hearing and sent him to prison.

A PUBLIC BEQUEST.—The will of John Kingler, a recently deceased German, was admitted to probate this morning at the Register of Wills' office. He bequeaths all his movable and fixed property, amounting to $500, to the German Hospital. He advises all his friends to attend an auction at which his property will be offered, and purchase something, as thereby they will have that by which they will remember him and contribute to a public charity.

THEFT OF A BUFFALO ROBE.—About 6½ o'clock last evening an individual named Francis Guys, whilst passing along St. John street, near Callowhill, noticed lying in a carriage a handsome buffalo robe. Being of a covetous nature, he yanked the skin, and was making off with it, when a policeman collared him, and locked him up in the Seventh District Station House. He will have a hearing to-day at the Central Station.

ARRESTED ON SUSPICION.—Henry Curly is the name assumed by a chap who has been arrested on the charge of having robbed a tailor store on Seventh street, below Cherry, about two weeks since. He was captured in a baker shop at Thirteenth and Race streets yesterday. Alderman Kerr will fix his future place of residence at 2 o'clock this P. M.

INVITATIONS TO BURGLARS.—The police of the First district reported finding open, during Saturday night and Sunday morning, 10 houses, and the Lieutenant of the Seventh district 9. This reprehensible practice on the part of some of our residents is nothing more than a first-class inducement to burglars.

CARRYING CONCEALED WEAPONS.—John Donnelly was arrested about 4 o'clock yesterday, P. M., at Hancock and Jefferson streets, for having concealed on his person a loaded pistol. He was taken before Alderman Devlin, who committed him in default of bail.

I. O. OF W. B.—Frank O'Neill, a member of the Independent Order of Wife Beaters, residing No. 6 Moore street, amused himself yesterday by pummelling his wife, Fannie. He was arrested and taken before Alderman Collins, who committed him in default of bail.

A COLORED THIEF.—Officer Maguire last night arrested an ebony-hued individual, at Eighth and Walnut streets, for having in his possession a coil of lead pipe, for which he refused to account. He will have a hearing at the Central Station to-day.

RECKLESS DRIVING.—William Johnson was arrested at Front and Master streets yesterday for driving through the streets at an immoderate gait. Alderman Eggleton imposed the usual fine of $5 and costs.

SECOND EDITION

LATEST BY TELEGRAPH.

The Great Railroad Accident in California—The Latest Particulars.

FROM WASHINGTON.

Mail Communication with Great Britain.

Despatch to the Associated Press.

WASHINGTON, Nov. 15.—Official proclamation is made of the connection between the United States and Great Britain for the direct exchange of mails between the New Orleans post-office and the office at Belize, comprising letters, newspapers, books, packets, and packets of patterns or samples; these mails to be conveyed by British mail packets, established between New Orleans and Belize, so long as the British Government shall deem it expedient to maintain such packets.

FROM THE FAR WEST.

The Disaster on the Western Pacific Railroad—Further Particulars.

SAN FRANCISCO, Nov. 14.—Further particulars of the disaster on the Western Pacific Railroad this morning have been received. Eleven dead bodies were recovered from the wrecked cars, and have been taken to the dead-house in Oakland. It is estimated that twenty persons were wounded. The scene of the disaster is described as heart-rending, the "telescoped" cars revealing a sickening scene of crushed humanity. Different statements are given regarding the cause of the disaster. It is alleged that the Western Pacific train was ahead of time, and should have waited at Damon's Station for the passage of the Alemeda train. Another statement attributes the fault to the station master at the point where the Alemeda and Pacific roads connect, who said that the Alemeda train was behind time and "he'd be —— if he'd wait for it," and went into the house for breakfast. While he was in the house a gravel train passed down, and he supposed it was the Western Pacific train. When the Western Pacific train came up the engineer inquired whether the Alemeda train had passed, and the station master replied, "All right; go ahead." The remains of Judge Baldwin have been removed to the residence of his brother-in-law, Mr. John Benton, in Oakland.

FROM THE SOUTH.

The Georgia Fair Excursionists.

ATLANTA, Nov. 15.—The special train for the Georgia Fair reached here at 4 o'clock A. M., all well. Governor Bullock boarded our train at Dalton. The gusts upon the train took breakfast at the National Hotel at the Governor's expense.

The excursion train left here this morning with Hon. Simon Cameron, Hon. George W. Woodward, General Horace Capron, Col. J. W. Forney, and Hon. Columbus Delano and daughter, for the fair at Macon. The engine "Governor Bullock" was decorated with the stars and stripes and the engine and coaches adorned with the mottoes, "To Georgia's Harvest Home we come." "A common interest joins our Hands," "Glad Plenty Laughs." "The Valleys Ring," "Reviving Commerce Lifts her Head," "He who's stoutest at the plow or flail will be the Knight to slay the dragons tail."

The guests have been received everywhere with marked respect and treated with the utmost cordiality by the committee from the Georgia Agricultural Society, Colonel Hulbert, and Governor Bullock.

Baltimore Produce Market.

BALTIMORE, Nov. 15.—Cotton quiet, but steady; middlings nominally 24@24¼c. Flour dull, and prices weak. Wheat steady at $1·35@1·37. Corn dull; new white, 90c.; old do., $1@1·06. Oats dull at 52@57c. Rye dull and nominal. Mess Pork firm at $32·50. Bacon firm; rib sides, 19c.; clear do., 19½; shoulders, 15¾; hams, 21c. for new. Lard firm at 18@18½c. Whisky firm at $1·06@1·07.

FROM EUROPE.

This Morning's Quotations.

By the Anglo-American Cable.

LONDON, Nov. 15—11 A. M.—Consols, 93¾ for money and account; United States 5-20s of 1862, 83½; 1865s, old, 82¾; 1867s, 84; 10-40s, 78; Erie, 20¼; Illinois Central, 98½; Atlantic and Great Western, 26.

LIVERPOOL, Nov. 15—11 A. M.—Cotton steady; middling uplands, 11¾@11¾d.; middling Orleans, 11¾@11¾d. The sales are estimated at 10,000 bales. Corn 29s. Peas, 41s.

LONDON, Nov. 15—11 A. M.—Tallow, 47s.

BREMEN, Nov. 15.—Petroleum closed on Saturday night at 7 thalers 6 groats.

HAMBURG, Nov. 15—Petroleum closed on Saturday night at 15 marc-bancos 14 shil.

This Afternoon's Quotations.

LONDON, Nov. 15—1 P. M.—Consols, 93¾ for both money and account. American securities quiet; 5-20s of 1862, 83½; 1867s, 83¾. Stocks firm; Erie, 20; Illinois Central, 98.

PARIS, Nov. 15.—The Bourse opens firm. Rentes, 71f. 65c.

LIVERPOOL, Nov. 15—1 P. M.—Lard, 78s. 6d.

FRANKFORT, Nov. 15.—U. S. 5-20s opened firm.

HAVRE, Nov. 15.—Cotton opens flat, both on the spot and afloat; on the spot, 140f.; afloat, 131¾f.

[The Latest Quotations.

PARIS, Nov. 15—3:30 P. M.—The Bourse closed quiet; Rentes, 71f. 55c.

FRANKFORT, Nov. 15.—U. S. five-twenties closed active and firm at 89@89¼.

ANTWERP, Nov. 15.—Petroleum opened firm.

[Obituary.

UTICA, Nov. 15.—John Butterfield, ex-mayor, and familiarly known as Wells Butterfield, of the express company, died last night.

Fatal Accident.

NEW YORK, Nov. 15.—Major Perrine, station agent at Jamesburg, N. J., was killed by the cars on Saturday night.

New York Money and Stock Markets.

NEW YORK, Nov. 15.—Stocks heavy. Money, 6@7 per cent. Gold, 126¾. Five-twenties, 1862, coupon, 115½; do. 1864, do., 112¾; do. 1865, do., 113; do. do., new, 115½; do. 1867, 115½; do. 1868, 115½. Ten-forties, 107½. Virginia sixes, new 53; Missouri sixes, 88¼; Canton Company, 51; Cumberland preferred, 76½; New York Central, 180½; Erie, 26¾; Reading, 96¾; Hudson River, 156½; Michigan Central, 119; Michigan Southern, 87½; Illinois Central, 136½; Cleveland and Pittsburg, 82; Chicago and Rock Island, 103½; Pittsburg and Fort Wayne, 185½; Western Union Telegraph, 34½.

Stock Quotations by Telegraph—1 P. M.

Glendinning, Davis & Co. report through their New York house the following:—

N. Y. Cent. R.	181	Toledo & Wab. R. R.	58
N. Y. & Erie Rail.	27	Mil. & St. Paul R com	68
Ph. and Rea. R.	96¾	Mil. & St. Paul pref.	83
Mich. S. R.	87½	Adams Express	56¾
Clev. and Pitts. R.	82	Wells, Fargo & Co.	18
Chi. and N. W. com.	69½	United States	61
Chi. and N. W. pref.	84¾	Tennessee 6s, new	52½
Chi. and R. I. R.	103¾	Gold	127
Pitts. F. W. & Chi. R.	85½	Market dull.	
Pacific Mail Steam.	55¼		

The San Domingo Affair.

The Washington correspondent of the New York *Times* writes as follows:—

The talk about San Domingo and its acquisition, which the Government is alleged to be now preparing for, has no more basis than the following facts:—The desire for the establishment of a protectorate originated with President Baez himself, and Mr. Seward consented to use his efforts to induce Congress to grant the necessary authority. This he did quietly by posting the House Foreign Affairs Committee in regard to the desire of San Domingo for annexation. Pending this matter, a direct proposition for annexation was received from Baez, but not acted upon, owing to the retirement of Mr. Seward. The protectorate proposition failed in the House, notwithstanding the able advocacy of Judge Orth, of the Foreign Affairs Committee, and a simple resolution passed the House calling upon the President to communicate to Congress as soon as convenient all the information in his possession concerning the condition and resources of the Republic, and the reported desire of its Government and people for annexation to the United States. This will explain the mission of General Babcock to that Government, and on his return a few weeks hence, the President will be able to respond to the request of the House with the latest and fullest information.

—The dwellers at Knob Noster, Mo., have just found out that the name of their town is Knob Northwester. They are investigating further.

THIRD EDITION

VIOLENCE.

Killing of a Gambler in New York—A Horrible Murder in Indiana—A Suicide in Ohio.

FROM NEW YORK.

Prize Fight.

Despatch to The Evening Telegraph.

NEW YORK, Nov. 15.—Hannon and Holey, of our Mackerelville district, had a prize fight at the Palisades, yesterday, of an hour's duration. Both were badly punished. Hannon was declared victor.

A Gambler Killed.

James Lee, a gambler, was killed this morning, it is said, by William Keane, in a coffee house in Grand street. Rum was the cause. Keane was arrested.

The Money and Stock Market.

Despatch to The Evening Telegraph.

NEW YORK, Nov. 15.—Money market easy at 6 and 7 per cent., while the rates of discount are easier than during last week. Gold opened at 26⅛, rose to ⅜, and to 27⅛, under the pressure of a heavy bull movement. It is anticipated that it will go still higher, but on what this anticipation is founded it would be hard to say.

Governments are dull and steady at Saturday's prices. Stocks opened weak, especially Erie and the Vanderbilts, and there is every indication that the opening prices will be still further reduced.

General Butterfield telegraphed to the Sub-Treasury from Utica to-day that his father died last night, and that he would be detained. Judge Folger has not yet appeared to assume his duties.

New York Produce Market.

NEW YORK, Nov. 15.—Cotton quiet but firm; sales of 600 bales at 25c. Flour heavy, but without decided change; sales of 9000 barrels. Wheat steady; sales of 69,000 bushels No. 2 at $1·28@1·30; No. 3 at $1·18@1·20; and winter red at $1·28@1·40. Corn firmer; sales of 54,000 bushels mixed Western at $1·05@1·08½. Oats quiet; sales of 28,000 bushels at 63@65c. Provisions quiet. Whisky firm at $1·10.

FROM THE WEST.

Suicide of a Bank Cashier.

CLEVELAND, Nov. 15.—J. C. Buell, cashier of the Second National Bank of this city, committed suicide this morning by shooting himself through the heart. The cause is supposed to be mental depression resulting from losses during the late panic.

Insurances on the Late Fire.

The following is a list of the insurances on Jacob Laisy's mill, burned on Saturday:—State, German, and Sun, of Cleveland, $2500 each; Teutonia, of Cleveland; Providence and Washington, of Providence; Commerce, of Albany; and Lumbermen's, of Chicago, $2000 each; and Home, of New Haven, $7000.

Double Murder in Indiana.

Despatch to The Evening Telegraph.

EVANSVILLE, Ind., Nov. 15.—From Captain Triplett, of the steamer Petrolia, who arrived yesterday, we learn that a woman named Gilchrist and her eldest son were found murdered in their own home, a mile and a half back of Troy, Perry county, Ind., on Saturday evening, and two other children fearfully injured. The first alarm was given by the husband and father, who says he left home at 9 A. M., and did not return till night, when he found his wife and eldest son dead and cold, and the younger children scarcely alive. He says he found dinner on the fire cooking, and infers the deed of blood was done before noon. The woman was horribly mangled by a hatchet about the head and neck, and the eldest boy's head was broken in with the pole of the hatchet. Great excitement exists in the community, and at the early hour at which the Petrolia passed down it was impossible to gain full particulars. There are hints of suspicion against the husband and father.

FROM WASHINGTON.

Arrest of a Philadelphia Supervisor for Interference with Distilleries.

Special Despatch to The Evening Telegraph.

WASHINGTON, Nov. 15.—The Commissioner of Internal Revenue is informed that the Sheriff of your city has arrested Supervisor Tutton for alleged interference with certain distilleries. The Commissioner has telegraphed to Philadelphia to get all papers and facts in the case. There seems to be a conflict between the United States and State authorities. The Internal Revenue Bureau is not advised as yet of the nature of Tutton's offense.

FROM NEW ENGLAND.

Fire in Lawrence.

LAWRENCE, Nov. 15.—The extensive factory of Hayden & Balcom was destroyed by fire yesterday; also the braid mill of Webster & Miller, in the same building. The loss is $30,000, and is mostly insured.

UNITED STATES COMMISSIONER'S CASE.—Before United States Commissioner Henry M. Phillips, Jr., there was arraigned George Doll, toy manufacturer, North Sixth street, on the charge of having delivered to the Assessor of Internal Revenue of the Third district of Pennsylvania a return believed in the opinion of the said assessor to be false or fraudulent, and who on being summoned before said assessor and ordered to produce his books and to give testimony relative to his business, neglected and refused so to do. The accused was held in $2000 bail for a further hearing to-morrow.

The case is a rather peculiar one, being the first of the kind ever brought before the Commissioner. The charge of fraud against Mr. Doll is merely suppositious in its character. The refusal, however, to produce his books is thus provided for by the Internal Revenue laws:—

"In case any person so summoned shall neglect or refuse to obey such summons, or to give testimony, or to answer interrogations as required, it shall be lawful for the assessor to apply to the Judge of the District Court or to a Commissioner of the Circuit Court of the United States for the district with in which the person so summoned resides for an attachment against such person as for a contempt."

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street

BETWEEN BOARDS.

$2000 City 6s, N.	c.101½	100 sh Penna R.	b60. 53¾
$100	do.....101	100 sh Leh N St.	33½
$1000 Pa Cp 5s	91½	100	do.....b60. 33¾
$100 Leh 6s R Ln	86	28	do..... 33¾
100 sh E Penna R.	37	100	do.... b60. 33¾
10 sh C & Am R.	b5. 120	100	do.....b5. 33½
100 sh Read R.	48 3-16	100	do.....b5. 33½
300	do ..is. b30. 48 3-16	22 sh Leh V R.	is. 53½
200	do.....b30. 48 3-16	2	do..... 53½
100	do.....48 3-16		

SECOND BOARD.

$1000 Read 6s, 44	80. 90	24 sh O C & A R.	37¾
153 sh Penna R.	53¾	200 sh Reading R.	48¾
100 sh New Creek	44	200	do.. is. b30. 48¾
8 sh Minehill R.	52½	200	do..... 48¾
180	do..... 52½		

WEDDING INVITATIONS ENGRAVED IN THE NEWEST AND BEST MANNER.
LOUIS DREKA, Stationer and Engraver, No. 1033 CHESNUT Street.

WEDDING AND VISITING CARDS ENGRAVED IN THE LATEST STYLE.
A very fine assortment of Wallets.
Bronze Inkstands, Wostenholm's Knives, etc.
The Improved Parlor Croquet, to be played on any kind of a table, from $6·00 to $8·00.
Scotch Goods in great variety.
JOHN LINERD, 8 17 wsm4 No. 921 SPRING GARDEN Street.

THE GREAT WEDDING-CARD DEPOT.
A MONOGRAM
Engraved to order and stamped in colors free of charge to those buying $5·00 worth of PAPER AND ENVELOPES.
R. HOSKINS & CO., Stationers, Engravers, and Steam Power Printers, NO. 913 ARCH STREET, 5 1 mwsSm PHILADELPHIA.

FOURTH EDITION

FOREIGN AFFAIRS.

Important Debate in the Spanish Cortes—What will be Done with Porto Rico—Electoral Meetings in Paris.

DOMESTIC AFFAIRS.

The Presbyterian Reunion—The Cherokee Land Troubles—Burning of a Boston School-house.

FROM EUROPE.

The Election Meetings in Paris.

By the Anglo-American Cable.

PARIS, Nov. 15th.—Many electoral meetings have been held in this city during the past few days. No disturbance has occurred, nor had any arrests been made.

The Spanish Cortes—Discussion of the Porto Rican Question.

MADRID, Nov. 15.—The proceedings in the Constituent Cortes on Saturday were interesting and important. One of the Porto Rican deputies asked Senor Beccarra, Minister for the Colonies, what course the Government would pursue towards an island that was people by 600,000 faithful Spaniards. The Minister replied that the treatment of the colonies would be such that the people would be proud to call themselves Spaniards. The Deputies suggested and advised the abolition of slavery in Porto Rico, with indemnification to owners. Becarra replied that that question would soon be solved, and in a way to cause the least injury.

Subsequently the Minister, in reply to a question of Senor Padiol, said the Government proposed to treat Porto Rico not as a colony, but as a Spanish province. He did not hesitate to condemn the system of slavery in Porto Rico, and agreed to its abolishment, with indemnification to owners for losses incurred.

FROM WASHINGTON.

Presidential Appointments.

Despatch to the Associated Press.

WASHINGTON, Nov. 15.—Orvin J. Rose, of Illinois, has been appointed United States Consul at Ancona, Italy; James R. Wheeler, of Massachusetts, Consul at Kingston, Jamaica, vice Aaron Gregg, suspended; and John T. Robeson, of Tennessee, Consul at Tangier, Morocco, vice F. A. Matthews, suspended.

The Cherokee Land Imbroglio.

The attorney for Mr. Jay, the purchaser of the Cherokee neutral lands, had an interview with the President to-day for the purpose of presenting certain statements concerning the settlements made by parties in those lands other than the settlers embraced in the treaty stipulation who, it is claimed occupy tracts to which they have no legal right.

Assistant Treasurer Folger.

Special Despatch to The Evening Telegraph.

The Secretary of the Treasury has information that Assistant Treasurer Folger, of New York, entered upon the discharge of the duties of his office to-day.

The Committee on Foreign Affairs.

The Sub-Committee on Foreign Affairs are in session again to-day, having James Watson Webb under examination. Webb's testimony is little to the point, but there seems to be no end to it.

Additional Frauds in the New York Custom House.

There are stories at the Treasury Department to the effect that additional frauds have been discovered in the New York Custom House. The indications are that Collector Grinnell will be removed if he does not resign. There are no charges against him, but it appears that he is not competent to deal with those around him, and that other parties really run the office.

FROM NEW YORK.

Fresh Complications in "Erie."

Despatch to the Evening Telegraph.

NEW YORK, Nov. 15.—During the Erie war of last spring, Fisk and Gould, in behalf of the Erie Railroad, repudiated the arrangements by which the contests of 1867 were settled, and sought to recover the money paid under the settlement. The suit was to recover nearly five million dollars and 50,000 shares of Erie held by Vanderbilt, and was brought on the ground that the arrangement was perfected by fraudulent conspiracy with officers of the Erie Company. Vanderbilt, the defendant, asked the Supreme Court this morning to try the case before a jury, but the Erie Company want it heard before the judge alone.

Sudden Death.

BUFFALO, Nov. 15.—Isaac Bryant, an old resident of this city, dropped dead in the Central Railroad depot this morning.

FROM THE WEST.

**The Oh